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LIMINARY DRAFT

# THE IDITAROD NATIONAL HISTORIC TRAIL

★ A COMPREHENSIVE PLAN

IDITAROD NATIONAL HISTORIC TRAIL  
COMPREHENSIVE MANAGEMENT PLAN

DRAFT

-- A Multi-Agency Management Plan --

February 1981

Prepared By:  
Iditarod National Historic Trail Project Office  
Bureau of Land Management  
Anchorage District Office  
4700 East 72nd Avenue  
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(See Appendix A for 1:250,000 scale maps of historic trail system.)

## PREFACE

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This preliminary draft is being released in order to obtain information needed to complete a Iditarod National Historic Trail final comprehensive management plan which is to be submitted to Congress no later than October, 1981. A comprehensive management plan for the Iditarod National Historic Trail is a requirement of the National Trails System Act of 1968 (as amended).

Notably, this plan is obviously incomplete and in draft form. Because of the relatively short field season in Alaska, inventory data and the resulting recommendations are not completed. This data will be contained in the final management plan. Mapping, to include land status and existing or proposed easements, is also somewhat incomplete due to the ongoing changes in land ownership in Alaska resulting from the Alaska Native Lands Claim Settlement Act and the Alaska Statehood Act. Also, cost estimates to initiate this plan are not included at this time, pending completed restoration plans.

Of primary importance in the plan are the recommendations for the management of "significant" or "high potential" sites and structures and the identification of the location of the actual historic trail. The Iditarod National Historic Trail Project team has spent hundreds of hours on research, interviewing, and field work to locate, identify, classify, and recommend significant natural, cultural, and historic areas along the trail for ongoing management. Though the National Trails Act applies initially only to federal land, the recommendations have been made regardless of land ownership. If such areas are indeed significant, it is most important to identify what agreements or management is appropriate to perpetuate the future of these irreplaceable resources for the enjoyment of future generations, regardless of the ownership of the land.

Additionally, the management overall philosophy and the recommended program presented in this draft plan should be carefully scrutinized. These initial recommendations reflect extensive public input and interchange with other interest groups, land owners and federal, state, and local land managers. The concept of utilizing a private volunteer organization to be a vital partner in the management of

the Iditarod National Historic Trail is unique in Alaska but is patterned after success of the first long-distance trail added to the National Trails System - The Appalachian Trail.

The specific management recommendations are intentionally broad so that specific regulations and policies can be established at a later date, as needed, which would compliment the management objectives covered in this plan.

The individual land manager through whose land the trail passes shall continue to have the lead responsibility for segment and site management along those portions of the route. Their management practices should be consistent with the goals and objectives found in the final plan, when approved. Overall coordination between agencies, interest groups, and the private trail management organization shall rest with the overall federal Trail Coordinator, as well as the responsibility for overseeing that the recommendations and intent of this management plan be followed.

The Iditarod National Historic Trail is unique in America's history. We trust that when you review this plan your recommendation will be frank, direct and will be in the best interest of perpetuating a prominent part of Alaska's and America's past.

If you need any additional information to supplement the attached document, please contact the Iditarod National Historic Trail Project Office at 907/344-9661. Comments should be mailed to :

Iditarod National Historic Trail Project Office  
Bureau of Land Management  
Anchorage District Office  
4700 E. 72nd Avenue  
Anchorage, Alaska 99507

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## I. SUMMARY AND RECOMMENDATIONS

This document is a DRAFT Comprehensive Plan for the Iditarod National Historic Trail. It is being released in February 1981, for the purpose of review by the public and affected land management agencies, private landowners, and interest groups.

The DRAFT Comprehensive Plan was prepared by the Iditarod Project Office after research, on-the-ground inventories and many meetings with land managers, landowners, and interested groups and individuals. Some of the inventory work and historic site and trail segment evaluations are incomplete at this time. This work will be completed by June 1981. The concepts for historic trail management and the initial recommendations for significant site and segment management are developed sufficiently in the DRAFT for review.

The following summary of the draft plan applies to federal portions of the Iditarod Historic Trail as well as other portions of this historic route which will be certified for inclusion into the National Trails System and cooperative agreements.

#### Iditarod Trail System

Over 2,300 miles of historic trail system was studied by the Iditarod Project Office. Today, this trail system is composed of paved highways, unpaved roads, railroad grades, developed recreation trails, trails used for winter travel only, trails abandoned nearly 50 years ago, riverways and sea-ice crossings. The trail system includes a primary route connecting Seward, Nome, and Iditarod and nearly 1,500 miles of connecting trails.

#### Significant Sites and Segments

Under the National Trails Act, Congress did not intend for every mile of the Iditarod National Historic Trail to be actively managed and preserved. For this reason, the Iditarod Project Office is

developing a system for prioritizing the protection of the historic sites and segments of the Iditarod. Three management categories were established to guide the federal government and land managers/owners as to where historic preservation/restoration/stabilization/interpretation or recreation management dollars would best be spent.

<u>Tentative Management Category</u>	<u>Number of Historic Sites</u>	<u>Miles of Trail Segments</u>	<u>Description</u>
Level 1	15	655	Protection and preservation
Level 2	6	880	Secondary management
Level 3	25	793	No historic trail management
Unclassified	<u>144</u>	<u>--</u>	(To be completed by June 1981)
Total	190	2,328	

The Level 1 sites and segments represent the most significant and highest potential remnants of the historic route. Maximum protection efforts should be made by the landowners. The sites inventoried to date and initially recommended for Level 1 management are: Alaska Railroad Depot (Seward), Crow Creek Mining Company, Knik Historic Site, Rainy Pass Shelter Cabin, Rhone River Roadhouse, Pioneer Roadhouse, Old McGrath, the Iditarod District (including Flat, Otter, Discovery), Solomon, Cape Nome Roadhouse, and Nome.

Of the 655 miles of trail segments recommended for Level 1 management, about 400 miles are part of the Alaska Highway System. The remaining 250 miles should be nominated to the National Register of Historic Places. (See Section V for further discussion.)

Level 2 sites and segments represent significant remnants from the historic trail but are recommended for secondary management based on their relative values as historic or recreation sites. Primary segments not included in Level 1 have been included in Level 2 so that a contiguous trail system from Seward to Nome and Iditarod exists for occasional public use. Reasonable rights-of-way will be afforded Level 2 segments and protection of historic sites will be under existing state and federal

laws. In the event that additional funding is dedicated to the Iditarod Trail System by any governmental agency, Level 2 sites would be recommended for protection/interpretation actions after Level 1 sites are adequately protected. (See Section V for discussion.)

Level 3 sites and segments are recommended for no historic trail management due to the location, access, present or potential use, historic significance, or historic remains. Protection of sites and segments would be through existing state and federal regulations. (See Section V for a complete discussion.)

### Landownership

The trail system recommended under Level 1 or Level 2 management totals 1,536 miles.

The land management's responsibility for segments recommended for the 1,536 miles of trail recommended for historic trail management is displayed below.

	<u>Level 1</u>	<u>Level 2</u>	<u>Total</u>
Federal (USFS, BLM, USFWS)	123	113	236
Federal Railroad Right-of-Way	51	36	87
Federal Easements through Native Lands	68	153	221
SUBTOTAL - Federally-Managed	242	302	544 (35%)
State Selected (currently managed by federal government)	141	164	305
State Patented (includes tentatively approved, waterways)	98	266	364
State Highway Right-of-Way	158	71	229
SUBTOTAL - State-Managed	397	501	898 (59%)
Local Government	12	11	23 (2%)
Private (without easement or right-of-way)	4	67	71 (4%)

A cooperative management system is recommended in which a Trail Coordinator coordinates the management of the Iditarod National Historic Trail. Separate federal agencies who have land management responsibility along the route (USFS, USFWS, BLM), will enter into cooperative agreements with the Trail Coordinator's Office but will maintain the overall responsibility of management of their respective segments of the trail. Nonfederal landowners are encouraged to enter into cooperative agreements with the federal government for management of their segments of the trail.

The Trail Coordinator, partially through the stewardship management agreement with the Iditarod Trail Blazers, will be responsible for the marking and clearing of Level 1 and Level 2 sites and segments and for the restoration/stabilization/interpretation of Level 1 sites.

Trail marking, signing, and clearing will be accomplished to a great degree by the Iditarod Trail Blazers - a group representing varied interests in the protection and use of the Iditarod.

Through the cooperative efforts of the Trail Blazers, the Trail Coordinator and the land managers/owners, the protection and use of this historic resource will become a reality.

The Trail Coordinator and the Iditarod National Historic Trail Office should be placed within the federal agency best able to protect and preserve the national resource. An established Iditarod National Historic Trail Advisory Council will assist the Bureau of Land Management in making this significant decision.

Historic trail management recommendations for the Iditarod Trail include:

- a. Signing and/or marking all Level 1 and 2 segments and sites.

- b. Nominating all non-highway Level 1 segments and all Level 1 sites to the National Register of Historic Places.
- c. Selection of the Iditarod National Historic Trail logo by the Advisory Council.
- d. Establish an interpretation/information outlet in Anchorage as a part of a proposed inter-agency information center.
- e. Establish a joint Trail Blazers/National Trail Office to serve as administration and interpretation center for the historic trail. Assign a full-time Trail Coordinator, historian, and clerical staff to the Trail Office.
- f. Assist the Iditarod Trail Blazers in becoming operational and functional.
- g. Begin recordation/stabilization/restoration/interpretation of Level 1 sites.
- h. Acquire 1½ miles of private land near Knik connecting the historic Iditarod with the road/railroad system.
- i. Enter into cooperative agreements with nonfederal landowners/managers in regard to the cooperative management of the Iditarod.
- j. Enhance recreational opportunities by reconstructing segments and access points on public land which have a high potential for outdoor recreation and historic interpretation.
- k. Allow current uses and protection and preservation of the significant and high potential sites and segments.

#### The Final Comprehensive Management Plan

This DRAFT Comprehensive Plan will be reviewed for approximately 30 days. This Iditarod National Historic Trail Advisory Council will then meet in early April to review both this document and the written comments received from all interested parties. Based on the public, agency, and Advisory Council review, the FINAL Comprehensive Plan will then be drafted by the Iditarod Project Office.

The FINAL Comprehensive Plan will be sent to Congress by October 1, 1981, for their review and action.

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IDITAROD NATIONAL HISTORIC TRAIL  
PERMITTED LAND USE SUMMARY

ACTIVITY	FEDERAL	FEDERAL EASEMENTS	STATE & LOCAL (COOPERATIVE AGREEMENTS)	PRIVATE LAND (COOPERATIVE AGREEMENTS)	NOTES
<u>Commercial</u>					
Mining	X	O	X	O	Permitted where historical mining occurred and land open to mineral entry.
Hunting/Fishing	X	O	X	O	
Trapping	X	O	X	O	
Transportation/Access	X	C	X	C	Access to private land allowed. Access along 17(b) federal easement allowed with certain restrictions. Rights-of-way for roads, powerlines may intersect public land if no reasonable alternative exists. Private landowners may negotiate conditional co-operative agreements.
Prescribed Burning	X	O	X	X	
<u>Recreational</u>					
Hiking	X	X	X	X	
Camping	X	C	X	C	Camping on Title VIII, Sec. 17(b) ANCSA federal easements at specific site easements only. Easements generally provide for access only and only certain types of access are permitted.
Horseback Riding	X	X	X	C	
Boating	X	X	X	X	
Bicycling	X	X	X	X	
Sightseeing	X	X	X	X	
Recreational Gold Panning	X	O	X	O	
Hunting, Trapping, Fishing	X	O	X	O	
Berry Picking	X	O	X	O	
Handicapped Use	X	X	X	X	
Off-Road Vehicle (ORV) (includes snow machines)	C	C	C	C	ORV restrictions apply in Chugach State Park, certain trails with Chugach National Forest, and federal easements. Private landowners may specify desired restrictions.
Competitive Events	X	C	X	C	
Cross-Country Skiing	X	X	X	X	
Winter Festivals	X	O	X		
Airplane Landings	X	C	X	C	
Shelter Cabins, Campsites, or Related Public-Use Facilities	X	O	X	C	Trail Coordinator will develop overall guidelines for design and construction.

X = Allowed  
O = Not Allowed  
C = Conditional

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## II. INTRODUCTION

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A. LEGISLATIVE HISTORY AND PROJECT OVERVIEW

The National Trails System Act, Public Law 90-543, was approved on October 2, 1968. This Act states:

In order to provide for the ever-increasing outdoor recreation needs of an expanding population and in order to promote public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas of the Nation, trails should be established (i) primarily, near the urban areas of the Nation, and (ii) secondarily, within established scenic areas more remotely located.

The original Act instituted a national system of recreation and scenic trails; designated the Appalachian and Pacific Crest Trails as the initial components of the National Scenic Trail System and prescribed methods by which, and standards according to which additional components may be added to the system.

The Act directed that 14 specified routes would be studied for the purpose of determining the possibility and desirability of designating each as a national scenic trail. One route named for study was the "Gold Rush Trails in Alaska." No further identification of the route was included in the Act. The initial task was, therefore, to determine which specific trails should be studied as the basis of appropriate proposals for additional national scenic trails to be submitted to the President and to the Congress. An Alaska Gold Rush Study Team was formed in September 1973. The study team, comprised of various federal, state, and local government representatives, was chaired by the Bureau of Outdoor Recreation.

In September 1977, as a result of the study team's evaluation, The Iditarod Trail (Seward to Nome Route) and Other Gold Rush Trails, was published recommending the 2,037 mile trail system be designated as a "National Historic Trail."

Based on the study report, the Seward-Nome Route became one of the first National Historic Trails. Public Law 95-625 (The National Parks and Recreation Act) was signed on November 10, 1978, by the President. The Act amended the National System Trails Act and included the Iditarod, among others, as a National Historic Trail.

Under the amended National Trails System Act, specific actions are mandated. These include, but are not limited to, the following actions:

1) The Iditarod National Historic Trail shall be administered by the Secretary of the Interior.

2) The Secretary of the Interior shall submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a "comprehensive plan" for the management and use of the trail by September 30, 1981. The comprehensive plan shall include, but not be limited to:

- a. The identification of all significant natural, historic, and cultural resources to be preserved.
- b. Specific objectives and practices to be observed in the management of the Trail.
- c. Details of any anticipated cooperative agreements to be consummated.
- d. Procedures for establishing a uniform marker, marking the trail, and providing markers to cooperating agencies.
- e. Providing access to the Trail where appropriate and to identify acquisition needs for significant sites or segments.

3) An Advisory Council be formed with the following members to be included:

- a. A member of each federal or independent agency administering land through which the trail route passes.

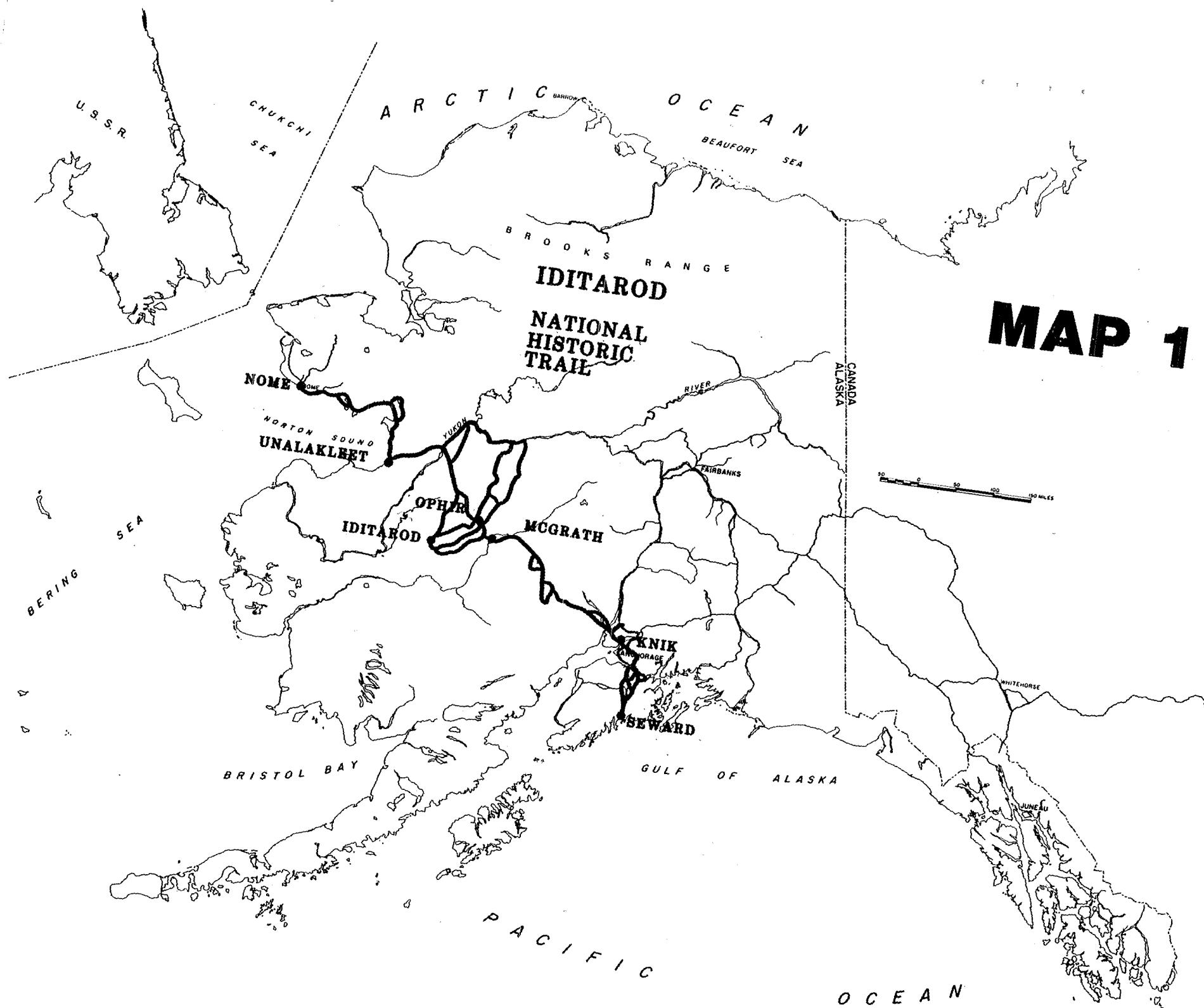
- b. A member appointed by the governor of the state.
- c. One or more members be appointed to represent private organizations and individual landowners or land users who have an established and recognized interest in the trail.

4) The Secretary shall select necessary rights-of-way for the trail after obtaining advice and assistance of the State of Alaska, local governments, private organizations, and landowners and land users concerned.

5) Maps of the Iditarod National Historic Trail shall be on file and available for public inspection in the office of the Director, National Park Service, Washington, D.C.

The National Trails System Act specifically authorized and designated "The Iditarod National Historic Trail," as the "route of approximately two thousand miles extending from Seward, Alaska to Nome, Alaska..., following the routes as depicted on maps identified as 'Seward-Nome Trail'" in the Bureau of Outdoor Recreation's September 1977 study report. The route is actually a trail system made up of a primary trail system connecting Seward, Nome and Iditarod, and over thirteen hundred miles of connecting trails which paralleled and connected the main Seward to Nome Route with gold strikes, communities, and access points. (See Map 1, Tables 1, 2, 3)

The Iditarod Trail is composed of trails built as a result of gold strikes which integrated several Native hunting and trade routes. Although popularly known as the Iditarod Trail, only a portion of the Seward to Nome Route was constructed and used to reach the Iditarod gold fields. It is important to remember that the comprehensive plan is for the trail system and not merely the primary route of the Iditarod between Seward and Nome.



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TABLE 1

TRAIL SEGMENTS STUDIED BY IDITAROD PROJECT OFFICE  
- SEWARD TO RAINY PASS -

	<u>Mileage</u>
<u>Primary Route</u>	
Seward to Moose Pass (Alaska Railroad)	30
Moose Pass to Portage (Alaska Railroad)	36
Portage to Indian (Alaska Railroad)	23
Girdwood to Eagle River (Crow Pass Route)	36
Indian to Ship Creek (Indian Pass Route)	24
Ship Creek to Knik	50
Knik to Susitna River	28
Susitna River to Old Skwentna	38
Old Skwentna to Rainy Pass	70
<u>Connecting Trails</u>	
Moose Pass Military Road (Seward Highway)	27
Johnson Pass/Sunrise/Hope Military Road (Johnson Pass Trail, Seward Highway, Hope Highway)	41
Granite/Ingram Creek Trail (Seward Highway)	13
Portage Pass Trail	13
Turnagain Arm Trail	17
Potter Trail	28
Billings Creek/Glacier River Trail	18
Anchorage to Fort Richardson	14
Indian to Nancy (Alaska Railroad)	120
Susitna Station to Nancy	22
Susitna to Old Skwentna (Yentna River)	45

TABLE 2

TRAIL SEGMENTS STUDIED BY IDITAROD PROJECT OFFICE  
- RAINY PASS TO KALTAG -

	<u>Mileage</u>
<u>Primary Route</u>	
Rainy Pass to Farewell Lake	35
Farewell Lake to Big River Roadhouse	56
Big River Roadhouse to McGrath (via Kuskokwim)	22
McGrath to Takotna	17
Takotna to Ophir	18
Ophir to Iditarod District	74
Ophir to Kaltag	116
<u>Connecting Trails</u>	
Rainy Pass Lodge to Rohn River (Ptarmagin Pass)	75
Farewell Lake to Bear Creek (via Farewell Station)	31
Salmon River to McGrath (NCC Trail)	33
Big River Roadhouse to Takotna (ARC Trail)	36
Farewell Lake to Nicolai (via South Fork Kuskokwim)	45
Nicolai to Big River Roadhouse	20
Takotna to Iditarod (Winter Trail)	88
Ganes Creek to Flat (Summer Trail)	72
Dikeman Cutoff	67
Ophir to Ruby (Winter Trail)	151
Ruby to Kaltag (Yukon River)	143
American Creek to Lewis Landing	107
Cripple Landing to Folger	12
Magitchlie Creek to Nulato	51

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TABLE 3

TRAIL SEGMENTS STUDIED BY IDITAROD PROJECT OFFICE  
- KALTAG TO NOME -

	<u>Mileage</u>
<u>Primary Route</u>	
Kaltag to Unalakleet	81
Unalakleet to Elim (via Norton Bay)	102
Elim to Solomon (via Golovin)	
Solomon to Nome	33
<u>Connecting Routes</u>	
Ungalik to Baldhead (via Koyuk)	50
Portage Roadhouse	17
Golovin to Topkok (via White Mountain)	36

B. MANAGEMENT GOAL

"National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment" (Section 3(c), National Trails System Act, as amended).

The primary goal of the comprehensive plan will be to promote the preservation, enjoyment, use, and appreciation of the historic route of the Iditarod Trail. This shall include the identification of the trails and sites making up the historic trail system and the protection of significant segments, historic remnants, and artifacts for public use and enjoyment. (Section V.)

The secondary goal of the plan shall be to identify the opportunities for outdoor recreation and public enjoyment which are compatible with the integrity of the historic route and are not destructive to the cultural and natural resources associated with the Iditarod Trail.

The comprehensive plan will cover federally owned or managed land and will address cooperative management of the historic trail where the trail and its historic remnants are managed by non-federal land managers.

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C. STUDY PROCEDURE

The following actions have been taken in the study and planning of the Iditarod National Historic Trail.

1) In June of 1979, an Iditarod National Historic Trail Project Team was established and based at the Anchorage District Office of the Bureau of Land Management. The project team has consisted of a project leader, project planner, exhibits specialist, project assistants, and a historian. The project team has been assisted by other federal, state, and local government representatives and private individuals in historical research and the preparation of the management plan.

2) The project team carried out an extensive public involvement program designed to inform and involve citizens in the planning process. The public was informed of the new trail status through newspaper and magazine articles, brochures, displays, and public meetings. The public involvement record is shown in Table 4.

3) Historical information files were established to compile known information on each historic site and segment. The sites and segments identified by the Bureau of Outdoor Recreation in 1977 were used as the initial entries into the historical file. Other previous research conducted by the Bureau of Land Management (Lynch, 1978) and the State of Alaska Historic Resources Survey (AHRS) was entered into site and segment files. Permanent 1:63,360 scale maps are being produced by the Project Office depicting site and segment location, land status, and management recommendations. Contemporary and historical photographs were inventoried and included into site files. Through the course of compilation of existing information, the Project Office has discovered additional sites and segments which deserve consideration for inclusion into the historic trail system.

4) Field work was conducted by the Project Office's historian and exhibits specialist during the Summer 1980 field season. Field work was concentrated between Rainy Pass and Nome.

Steve Peterson, Exhibits Specialist, thoroughly inventoried historic sites and located historic trail segments between Rainy Pass and Nome. Nearly 100 sites were inventoried and evaluated during the field season. Appendices A and B detail historic site and segment information collected and evaluated to date. Additionally, sites were inventoried by other land management agencies. The site inventory for the entire trail will be completed prior to completion of the final plan.

The Project Historian conducted oral history interviews with people having knowledge of the Iditarod Trail. Many hours of recorded interviews were collected. Appendix D includes a discussion and details of previous and recommended research programs.

Interviews and inventories conducted by the Project staff increased existing recorded knowledge on the location of the trail and historic sites and events which occurred along the historic route.

5) On January 14, 1981, an Advisory Council was formed by the Secretary of the Interior. The council members are:

Joseph E. Redington, Sr.	Chairman	Knik
Clay G. Beal	U.S. Department of Agriculture	Anchorage
William F. Coghill	U.S. Department of Transportation	Anchorage
Floyd W. Sharrock	U.S. Department of Interior	Anchorage
Chip Dennerlein	State of Alaska	Anchorage
Ken Chase	Public-At-Large	Anvik
Raymond L. Collins	Public-At-Large	McGrath
LeRoy J. Davie	Mat-Su Borough	Willow
Wilda Hudson	Municipality of Anchorage	Anchorage
Andy Edge	Public-At-Large	Nome
Jack Garrison	Public-At-Large	Big Lake
Shirley J. Heatwole	Public-At-Large	Anchorage
Edgar Kalland	Public-At-Large	Kaltag
Fritz A. Livesay	Public-At-Large	Anchorage
Michael J. Meehan	Public-At-Large	Seward
Roderic M. Perry	Public-At-Large	Chugiak
Clyde Peters	Public-At-Large	Galena

DRAFT

Rosemary Phillips  
Daniel Seavey  
Mary Shields

Public-At-Large  
Public-At-Large  
Public-At-Large

Nome  
Seward  
Fairbanks

TABLE 4

PUBLIC INVOLVEMENT RECORD  
(June 1979 - January 1981)

Public Meetings

Anchorage, Coordination Meeting	June 8, 1979
Anchorage, Coordination Meeting	August 7, 1979
Nikolai, Village Meeting	January 15, 1980
Ruby, Village Meeting	January 23, 1980
Galena, Village Meeting	January 24, 1980
Nulato, Village Meeting	January 25, 1980
Anvik, Village Meeting	January 30, 1980
Grayling, Village Meeting	January 31, 1980
McGrath, Village Meeting	February 1, 1980
Unalakleet, Village Meeting	February 5, 1980
Anchorage, Fur Rondy Booth	February 8-17, 1980
Nome, City Hall (Iditarod Month)	March 13-22, 1980
Anchorage, Coordination Meeting	April 28, 1980
Seward, City Meeting	October 3, 1980

Interest Group Meetings

Ruby, Elementary School	January 24, 1980
Galena, High School	January 25, 1980
Anvik, Village School	January 31, 1980
Grayling, Elementary School	February 1, 1980
McGrath, High School	February 1, 1980
Unalakleet, Grade/High School	February 6, 1980
Anchorage, University of Alaska	February 26, 1980
Anchorage, Rodgers Park School	February 29, 1980
Fairbanks, BLM-Fairbanks District Office	March 3, 1980
Fairbanks, Interior Villages Association Workshop	March 3, 1980
Palmer, High School	March 12, 1980
Anchorage, HCRS/USFWS	March 26, 1980
Fairbanks, College Rotary	April 8, 1980
Anchorage, Prospectors Society	April 29, 1980
Anchorage, Mining in Alaska's History, Mining Conference	September 18, 1980

TABLE 4 (Continued)

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Interest Group Meetings

Victoria, B.C., Alaska Yukon Pioneers International Convention  
Fairbanks, Iditarod Trail Committee  
Anchorage, Exchange Club  
Anchorage, Iditarod Trail Blazers  
Denver, National Trails Workshop

October 2-5, 1980  
September 14, 1980  
November 4, 1980  
January 19, 1981  
April 1980  
and December 1980

Articles

June 1979, "Iditarod Advisory Council to be Formed," Anchorage Times Daily News, Tundra Times, Alaska Magazine

January 1980, "Planning Begins for Management of Famed Trail." BLM-Anchorage District Office, 1979 Annual Report.

Spring, 1980. "The Iditarod-Alaska's National Historic Trail." Alaska Recreation and Parks Association Quarterly.

June 17, 1980, "Plan to Protect Historic Trail Begins." New York Times.

January 1980, "Mining Trail Finds Its Place in Mining," Alaska Miner's Association Journal.

September 1979, "The Iditarod Trail. Protecting Alaska's Gold Rush History." The Land, Bureau of Land Management.

September 8, 1980, "The Iditarod National Historic Trail," Alaska Yukon-Pioneer News.

Winter 1980, "Iditarod," Our Public Lands, Bureau of Land Management.

Brochures

March 1980, Iditarod National Historic Trail. (3,000 copies)

August 1980, Iditarod National Historic Trail. (Reprint, 5,000 copies)

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### III. HISTORIC OVERVIEW

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On January 4, 1908, engineer Walter L. Goodwin received instructions to survey an overland mail route from Seward, on Alaska's Pacific coast, to Nome, 875 miles overland and on the Bering Sea coast. The Army's Alaska Road Commission, the agent for clearing trails through the interior in order to connect the new mining camps and military posts with ice free ports, ordered Goodwin to also inspect and route his survey through the recently discovered goldfields along the tributaries of the Innoko River in the Kuskokwim Mountains. Two weeks later Goodwin and three companions boarded the SS Northwestern at Seattle. The ship steamed north for Seward.

Goodwin's survey and later construction of what became known as the Iditarod Trail is one of the significant events of Alaska's gold rush era. The Iditarod Trail and its branches not only served as transportation links to two of Alaska's oldest and major mining regions, it also became the main winter route during the Iditarod Gold Rush, the last large-scale stampede. Prior to the gold rush era portions of the route--especially along the Bering Sea coast, the Kaltag Portage, and in Cook Inlet--were used by Eskimo and Indian groups as routes of migration and trade. Goodwin's survey linked the prehistoric trails with the mining camp supply routes, the resulting trail became a symbol of the importance of dog sled transportation in the isolated interior and along the frozen sea coast. It also depicted the adaption of the American mining frontier to Far North conditions. Without the aid and interaction of Eskimos and Indians with Whites the Iditarod Trail would never have existed.

Goodwin's April 1908 report written after he arrived in Nome still exists. In it he detailed the historic journey. The Alaska Road Commission party was comprised of George E. Pulham, Ross J. Kinney, Frank Jackson, and Goodwin. After buying eighteen dogs to pull their two 14' basket sleds filled with provisions and camp outfit, they left Seward January 31.

The first 54 miles followed the tracks of the bankrupt Alaska Central Railroad, a tedious trek over four to seven feet of snow with dangerous holes between ties at trestles. The uncompleted railroad grade ended at Glacier Creek along Turnagain Arm. The party followed up Glacier Creek along the

bobsled road to James Girdwood's mine, over Crow Creek Pass to Eagle River, and beyond to Old Knik (Eklutna). Goodwin wrote that the 127 miles, Seward to Old Knik, were the worst sections and most dangerous. The 45° ascent up the last 1500 feet of Crow Pass was too steep for mail sleds and snow slides were a constant threat. At Girdwood, prospectors suggested the mail follow Indian Creek Pass further west instead, a suggestion echoed by Goodwin. The best alternative, though, was the completion and operation of the railroad around Turnagain Arm past Old Knik. Goodwin cautioned that "there would always be trouble and danger from snow slides and the roadway and cuts be blown full of snow..."

The party followed an Indian trail from Old Knik to Knik, a small community on Knik Arm and serving developing mines in the Willow and Matanuska districts. They bought provisions and new equipment. Two Yukon sleds, pulled tandem, replaced the heavier basket sleds. A well worn trail led 36 miles to the settlement of Susitna, another mining supply center. Goodwin bought flour, sugar, bacon, and other supplies and hired a "Cree Indian" called Johnson as guide.

At Susitna the reconnaissance began. Goodwin carried maps prepared by the U.S. Army exploration party of Lt. Joseph Herron in 1899 and the United States Geological Survey exploration maps of Josiah Spurr and Alfred Brooks. Unfortunately, their scale was too small to be of any use to measure distances; Goodwin counted every fourth step or pace and triangulated landmarks with a hand held compass.

The party sledged up the broad frozen Yentna and Skwentna rivers towards the Alaska Range. Deep banks or drifts of snow slowed the expedition. Snowshoes were used often. The guide told of a cross-country trail used by Indians, avoiding the rivers' turns. Goodwin suggested the cross-country alternative. River overflows and open ice could thus be avoided. At camping spots the party blazed trees and set up signs giving distances to the mouth of Skwentna and Yenta rivers, to Susitna, and to Seward.

A strong wind and blowing snow obscured the mouth of Happy River causing the party to lose a day. Goodwin described the Happy River valley as "a veritable paradise for moose." He shot a bull moose which dressed out at 650 pounds. Three different parties of prospectors were also in the valley and each had three to four moose. At Pass Creek the party sledged away from Happy River and toward Rainy Pass. Goodwin wrote that the pass was "easy of ascent and descent;" its only drawback being 20 miles of open country above timberline. He suggested Ptarmigan Pass as an alternative route if obstructions such as snow slides in the Dalzell Creek canyon blocked or endangered the Rainy Pass route. On March 2 the party crossed Rainy Pass. The next day, at Rohn River, they met two prospectors bound south for Seward.

The 1500 to 2800 foot wide flood plain of the South Fork of the Kuskokwim River was covered with glare ice, a smooth topped, glass-like surface. For 49 miles a six-mile an hour wind blew the sleds, sometimes sideways, sometimes ahead of the dog teams. The wary riders clung to the sleds and survived several tip-overs caused by snags sticking up through the ice. They improvised brakes and crimpers to slow the sleds.

Near the mouth of the Tonzona River they met Chief Nocholi and two women. Chief Nicholi guided them 20 miles across the tundra along an unmarked native trail to the village of Nicholomas, opposite the mouth of Big River and on the Kuskokwim River. Goodwin noted that the Upper Kuskokwim River Indians lived up the several branches of Big River. The final unmarked distance surveyed lay between Nicholomas and McGrath. Goodwin's party sledged west, noting that "we were at all times going directly away from Mt. McKinley and directly toward Mount Tacotna."

The year old supply point of McGrath lay at the mouth of the Takotna River. Peter McGrath had started the community during the rush to the Innoko district. A winding trail led from there to the gold diggings.

After bidding their guide Johnson farewell (he returned to Susitna) the party left for Takotna and beyond to the mines at Ganes and Ophir creeks, tributaries of the Innoko River. Goodwin found some 200 excited prospectors at Ophir Creek. Ole Gerde had discovered new diggings there and the men had stampeded to the new find, building cabins and staking claims in preparation of work. The Ophir strike drew attention throughout Alaska and by summer an estimated 1,000 stampedeers were bound for the Innoko district.

From the Ophir diggings, the Goodwin party followed the beaten path to Kaltag on the Yukon River via Dishkakot. Prospectors' cabins dotted the route. Goodwin suggested a more direct and better marked trail should be established if the mining stampede proved as big as its supporters prophesized.

The trail from Kaltag to Nome was well known to Goodwin, superintendent of the Alaska Road Commission's Nome District Office. Traveling with the mail carrier, the party sledged over the ancient Kaltag Portage to Unalakleet on the Bering Sea coast, and then along the well marked trail to Nome. Goodwin arrived in Nome April 5, 1908. He sent his report to Major Wilds P. Richardson, president of the Alaska Road Commission, who requested funds for the trail's construction. During the winters of 1910-1911 and 1911-1912 Goodwin returned to construct a well marked, cleared, and staked trail. By that time gold had been discovered at Iditarod and stampedeers from Nome, Fairbanks, Seward, and elsewhere were mushing along the trail. Goodwin had become known as the "Father of the Seward-Nome Trail."

Yet, Goodwin would have been the first to point out that the Seward-Nome trail was a combination of ancient and recent routes of migration and trade. The route also contained a complex series of branches. These trails had developed along native routes, as fur trade routes of the Russian American traders, along the early American corridors of trade and settlement, and finally as a result of mining stampedes. These developments are better understood by reviewing the three major segments of the trail separately: Seward to Rainy Pass, Rainy Pass to Kaltag, and Kaltag to Nome.

Seward-Rainy Pass

The Tanaina Indians of Cook Inlet had developed intervillage contacts by the date of the arrival of Russian fur traders at the end of the Eighteenth Century. Anthropologists report that the coastal Tanaina also traded goods with interior tribes by way of the later commercial corridors, including the Iditarod Trail corridor. Yet, long distance travel was limited until the gold rush era.

Gold was first reported on the Kenai Peninsula by Russian fur traders as early as 1834. However, it was not until 1888 when a prospector named King found placer gold in the Hope area that serious interest in prospecting and mining in the region developed. Between 1888 and 1896, many claims were staked in the Hope-Sunrise area and across Turnagain Arm in the area of what is now Girdwood. News of strikes in the Sunrise district stimulated a rush in 1896 which brought 2,000 to 2,500 people into the Upper Cook Inlet area.

Many of these people came by steamer to the native village of Tyonek on the west shore of Cook Inlet. Here they transferred to shallower-draft boats to reach the settlements in the upper inlet. Hundreds of persons also sailed to Passage Canal in Prince William Sound, disembarked near the present town of Whittier, and walked across the divide and Portage Glacier to the head of Turnagain Arm and to Hope and Sunrise. In 1794, the English explorer George Vancouver reported this portage route being used by Russian fur traders, who in turn were following a route used for hundreds of years by natives.

A second rush to the area took place in 1898, probably more as a result of the Klondike Stampede and its overflow than from recent strikes in the Sunrise area. The summer of 1898 brought an estimated 7,000 to 10,000 persons into Cook Inlet. Sunrise and Hope were the destinations for most. However, the old fur trading center of Susitna and the emerging trade center of Knik also attracted many. Most came directly to the area by water, but others used the glacier trail from Passage Canal (Whittier to

Portage branch via Portage lake). Crevasses restricted safe travel by this route to winter and spring months. An alternate route on Billings Creek and down the Twentymile River drainage was occasionally used in summer (Whittier to Portage branch via Twentymile River).

In 1898, Thomas Mendenhall explored a route from the head of Resurrection Bay near the present town of Seward to the Hope-Sunrise area and then around Turnagain Arm, over Crow Pass, and across Knik Arm to Knik. At this time, travel from Resurrection Bay to the Hope-Sunrise area and over Crow Pass had been undertaken occasionally by prospectors, but no real trails existed.

A trail from Prince William Sound to Turnagain Arm was used aboriginally by the Tanaina Indians and Chugachmiut Eskimos. Natives living in the upper inlet area of the Cook Inlet region still tell stories of how the Chugach used the trail in order to wage battles against the Tanaina.

Cook Inlet was normally not navigable during the winter months. Susitna, Knik, Sunrise, and Hope were dependent on winter mail and supplies coming from the ice-free landing sites in Passage Canal and Resurrection Bay. With the growing population in the upper inlet, and with the desire to maintain communications and supply lines, a system of trails soon developed.

By 1900, crude winter trails for pack horses and dog teams were developed between Resurrection Bay and the Sunrise area and between Sunrise and Knik and Susitna. In 1902, the first regularly scheduled mail contract was let for service between Resurrection Bay and Sunrise and Hope.

After the strikes of 1902 in the Yentna River district and of 1906 in the Willow Creek district and the increased activity at the Girdwood mines, winter trails from Seward to Susitna were well established, providing transportation for mail, supplies, and travelers.

Between 1904 and 1906, 54 miles of the Alaska Central Railroad were constructed from Seward toward Turnagain Arm. In 1909, the railroad, then under the name of the Alaska Northern Railroad, was completed around the eastern end of Turnagain Arm to mile 71 at Kern Creek. The next year Walter Goodwin's work crews began widening and clearing the Iditarod Trail.

#### Kaltag-Nome

The Seward Peninsula and the Bering Sea coast were key segments along the prehistoric migration from Asia to North America. Eighteenth Century and early Nineteenth Century explorers noted the native travelers and their trade corridors into the interior, the major one being the Unalakleet-Kaltag portage from the Bering Sea to the Yukon River. This guarded portage was kept secret by native traders until 1843 when the Russian explorer, Lt. L. A. Zagoskin, determined its location. The Russian, and later American fur trade, would use the portage as main winter route into the Yukon River valley.

American traders first noticed the potential mineral wealth of the Seward Peninsula when natives showed them pieces of galena (silver-lead ore) and flakes of gold. In 1881, a San Francisco company was organized to work supposed silver mines in the Darby Mountains north of Golovin Bay. Golovin became the supply point; during the 1880s and 1890s small scale mining and short-lived excitement occurred.

In the late fall of 1898 the "three lucky Swedes," Jafet Lindeberg, John Brynteson, and Erik Lindblom, discovered placer gold at Anvil Creek. The rich goldfields of Nome were revealed. The strike drew hundreds of gold seekers down the Yukon from the Klondike. Steamers from Seattle and parts of Alaska headed for the Bering Sea and the Nome area. Freeze-up caught most of the boats coming down the Yukon, and most of the ocean-going vessels got no farther than the tip of the Alaska Peninsula.

Although most waited out the winter, several hundred persons continued down the Yukon River by dog team or on foot. They left the river at the Indian village of Kaltag, crossing the historic native

portage route into the Unalakleet River drainage. From the Eskimo village of Unalakleet on Norton Sound, they traveled around the sound to Nome.

In the next two years, thousands of people rushed to Nome, first to the placer deposits in the several creeks in the area, and then in 1900 to the gold bearing sands of the Nome beach. Nome was easily reached by steamer during ice-free months with no overland travel required.

As Nome grew quickly into Alaska's richest mining region, its population swelled to 12,500 in 1900. Communication with other areas was badly needed during the many months when navigation was not possible. In 1900 and 1901, a telegraph line was constructed from Nome to Fort Gibbon at the Tanana-Yukon confluence. Between Nome and St. Michaels, the first sea cable in Alaska was installed. From St. Michaels, the line went north to Unalakleet then over the portage route to Kaltag and up the Yukon River. The sea cable was replaced by the first long-distance wireless telegraph in the United States by 1903.

The isolated miners at Nome also demanded winter mail service. During 1899 the first mail runs took months. Steamers from Seattle delivered mail at Skagway where it was transferred to sleds and carried some 2,000 miles across the Coast Range to Dawson, Canada, down the Yukon River to Kaltag portage, and on to Nome. The Fairbanks gold strike in 1902, and the subsequent rush to the Alaskan interior stimulated development of the mail route from Valdez to Fairbanks, down the frozen Tanana and Yukon rivers to Kaltag and then Nome. The outcry for a more direct route led to the 1908 survey of the Seward-Nome overland mail route.

#### Rainy Pass-Kaltag

The final area to develop during the gold rush era was the middle segment. Travel into the upper Kuskokwim and Innoko river country before 1905 was limited to a few Russian explorers in the 1830s and

1840s, itinerant American traders, missionaries, and prospectors, and to several United States Geological Survey and military exploration parties around the turn of the century.

In the summer of 1906, a prospecting party led by Thomas Ganes crossed from the Kuskokwim River into the upper Innoko drainage and struck gold on Ganes Creek. That winter, news of the strike caused a stampede by miners. These early prospectors crossed overland from Kaltag and from the trading post of Lewis Landing on the Yukon. When navigation opened that summer, 800 to 900 people came down the Yukon from Fairbanks and up the Innoko to the Indian settlement of Dishkakak. Several hundred persons also sailed from Nome up the Yukon and Innoko. From Dishkakak, people lined or poled upriver to Ganes Creek. Other people boated up the Kuskokwim River, aiding in the settlement of McGrath and Takotna. A handful sledged from Susitna over Rainy Pass to the Innoko district.

During the winter of 1907-08, men and supplies were transported overland from Kaltag and Lewis Landing by dog team to the town of Moore City. A strike on nearby Ophir Creek in February 1908 left Moore City deserted, and the new town of Ophir sprang up. Like their predecessors, the miners of Ophir demanded mail service.

In 1908, Walter Goodwin surveyed the Seward-Nome trail with instructions to connect the Innoko district. However, the Alaska Road Commission recommended that mail continue to follow the Valdez-Nome route, with a spur route from Kaltag to the Innoko mines, until the Seward-Nome trail could be cleared and upgraded and after the railroad out of Seward reached Knik. This would avoid the most dangerous part of the trail, the section over Crow Pass above Turnagain Arm. Clamor for a more direct mail route, however, arose after the discovery of Iditarod.

The Iditarod Gold Rush followed a well-developed pattern. An itinerant prospector William A. Dikeman, abandoned his worthless claim near Ophir and, while at Anvik on the Yukon River, joined with John Beaton to strike out for unknown country. They bought a diminutive sternwheel steamboat, the K.P.M.,

and churned up the Innoko and Iditarod rivers. Wintering near the future site of Iditarod city, they sledged to Otter Creek and on Christmas Day 1908 struck pay dirt 12 feet below the surface. Other miners moved into the district and by late summer 1909 word spread of the riches of the Iditarod district.

A crazed stampede followed. Miners in Fairbanks, Nome, Dawson, and elsewhere received word in September and immediately booked every available steamboat in the Yukon River valley. Captains hurried to beat the freeze-up. A "mosquito fleet" of vessels plied up the Innoko and Iditarod rivers, while newspaper editorials equated the stampede to the glory days of the Klondike rush.

Discoveries on Flat Creek in 1909-10 increased the excitement. Commercial clubs in Skagway, Valdez, and Seward boasted their community as gateway to the Iditarod. Sewardites published a guide book and transportation companies advertised special rates. An estimated 4,000 people stampeded to the Iditarod goldfield, resulting in the new towns of Dikeman at the low water head of steamer navigation, Iditarod at the extreme head of navigation, and Flat, Otter, Boulder (Boulder), and Discovery. Iditarod became supply center and major community with an array of boom town businesses.

The Iditarod strike and production of gold in 1910 helped prompt the U.S. Congress to allocate \$50,000 for the Alaska Road Commission to begin work on the Seward to Nome trail which had been surveyed by Goodwin in 1908. During the winters of 1910-11 and 1911-12, nearly 1,000 miles of trail were marked and cleared from Nome to the Alaska Northern railhead at Kern Creek, 71 miles north of Seward. Although most of the new trail work occurred between McGrath and Susitna, considerable work was accomplished in marking and repairing the existing routes between Kern Creek and Susitna, between Kaltag and Nome, between Kaltag and the Ophir area, and the branch routes to Iditarod and Flat.

From 1911 to 1925, hundreds of people walked and mushed over the trail between Iditarod and Knik or Seward. In December 1911, Wells Fargo & Co. sent out its first shipment of half a million dollars in

gold dust via dog sled to Seward. The trail from Kaltag to Iditarod and to Ophir was used to bring people and supplies in from the Yukon. Nome miners and businessmen with branch stores at Iditarod used the north half of the route.

As new gold districts developed in the upper Kuskokwim area and in the Long-Poorman-Cripple area, various branch and connecting trails developed around the Iditarod Trail. Several segments were upgraded to wagon roads, notably the portage route between Takotna in the Kuskokwim drainage and Ophir on the Innoko, and between Iditarod and Flat.

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#### IV. REGIONAL PROFILE

A. SEWARD TO RAINY PASS

1. Physical Profile

The trails which gold seekers traveled by foot, dog team, wagons, and sleds have developed to a great degree along most segments between Seward and the Alaska Range. The historic trail system, which is comprised of a primary route and connecting trails, totals approximately 700 miles. Approximately 300 miles of the historic routes are now covered with railroad and state highway rights of way. Developed recreation trails total nearly 50 miles while the remainder of the trails are suitable for winter only use or are abandoned trails which are difficult to follow.

From Seward, the trails follow various narrow valleys from sea level through the Kenai and Chugach Mountains to Knik Arm. Relief is great with the adjacent peaks of Crow Pass and Indian Pass reaching 3,500 and 2,300 feet in elevation respectively. From sea level, once again the trail begins a slow climb across the Susitna River valley, the Skwentna and Happy River to Rainy Pass in the Alaska Range, and an elevation of approximately 3,350 feet. Peaks surrounding the trail are in excess of 5,000 feet.

Vegetation types vary from the Coastal Western hemlock-Sitka spruce forest communities of the Kenai Peninsula to the alpine tundra and barren ground communities of the Alaska Range. Nearly all routes south of Girdwood traverse hemlock and Sitka spruce forests. At higher elevations of the Chugach Mountains and Alaska Range, alpine tundra communities are predominate. From Knik Arm north, the transition from lowland spruce hardwood forests to bottomland spruce poplar forests is as subtle as the elevation gain. Commercial harvesting of Sitka spruce occurs adjacent to the trail in the Seward area.

Soils in the Cook Inlet and Susitna River valley are generally well drained, strongly acid silt loams, while extremely shallow and rocky soils are found in the Chugach Mountains and Alaska Range. Patches of poorly drained soils occur in the Susitna River valley.

Wildlife common to the area south of the Alaska Range include moose, caribou, black bear, brown-grizzly bear, lynx, beaver, land otter, marten, muskrat, northern bald eagles, and waterfowl of all types. Fish species include salmon, steelhead, dolly varden trout, arctic grayling, and lake trout.

Major climatic zones characterize the Iditarod Trail System between Seward and Nome: the Maritime, Transition, and Continental Climatic Zones. They provide varied weather conditions in the southern portion of the historic trail system.

Whitter, falling into the Maritime Climatic Zone, is characterized by heavy precipitation (175", including 140" of snow), cool summers (45°F to 63°F), and mild winters (26°F to 30°F). These weather characteristics are typical of a thin band along the Gulf of Alaska.

A small cell of the Continental Climatic Zone is situated in the central portion of the Kenai Peninsula. Cooper Lake is characterized by light precipitation (30", including 76" of snow), cool summers (42°F to 65°F), and mild winters (11°F to 42°F). Extremes of -25°F to 84°F have been recorded.

The Transition Climatic Zone characterizes the major portion of the trail system. Near Rainy Pass, the Puntilla Lake station, precipitation is light (14", including 86" of snow); summer temperatures are cool (37°F to 63°F) and winter temperatures are extreme -7°F to 34°F. Extreme temperatures of -47°F and 86°F have been recorded. Transition zone stations at Skwentna, Wasilla, Anchorage, and Seward record similar weather statistics.

As in the gold rush days, climatic conditions are always a vital consideration in the planning of travel along many portions of the Iditarod Trail. Extreme temperatures, extreme winds, heavy snow-fall, and extreme avalanche danger can threaten the very lives of the unwary traveler.

## 2. Socioeconomic Profile

The communities of the Iditarod Trail system south of the Alaska Range have changed more than those north of Rainy Pass. Anchorage, non-existent in 1910, boasts a population of some 200,000 seventy years later.

Anchorage, the largest city in Alaska is the trade/transportation and service center for the region. Substantial lands have been developed for transportation, commercial, residential, and to a lesser extent, agricultural purposes. Some timber harvesting occurs in the Seward area.

All communities within this portion of the Iditarod system are linked by ground transportation. The Alaska Railroad, the Alaska Highway System, the Alaska Marine Highway, and an international airport interconnect this portion of the Iditarod Trail with interstate points.

Because of the proximity to population centers and transportation systems, most current recreational use of the entire Seward-Nome route occurs in the Seward to Rainy Pass region.

Summer recreational use is diverse and heavy. Between Seward and Nancy, substantial visitation occurs in the form of driving for pleasure picnicking and sightseeing along the Seward, Glenn, and Parks highways. The Alaska Railroad provides opportunities for sightseeing along the historic route between Whittier, Seward, and Nancy. A popular attraction for visitors is Portage Glacier and Visitor Center, maintained by the U.S. Forest Service.

Summer hiking is popular on Forest Service and State Parks trails over Crow Pass, Indian Pass, Johnson Pass, and along some portions of Turnagain Arm. All routes follow or closely parallel historic routes. Hiking is also popular in the Portage Pass area.

Fishing, hunting, recreational gold panning, camping, and berry picking are popular summer and fall activities along the road system in this area. Beyond the Susitna River, recreational use is primarily nontrail oriented. Fly-in fishing and hunting are the principal summer and fall activities.

Winter recreational use, including cross-country skiing, dog mushing and snow machining, is also popular along the various trail segments between Seward and Rainy Pass.

Cross-country skiers use the Johnson Pass Trail and the Indian Pass traverse as well as Eagle River valley. The Municipality of Anchorage Trail System is used by snow machiners, skiers, and dog mushers on designated routes. An annual train trip sponsored by the Nordic Ski Club attracts hundreds of skiers to the Grandview area, 50 miles north of Seward.

Snow machiners, dog mushers, and cross-country skiers recreate between Knik and Susitna although most use occurs with 10 miles of Knik.

The annual Iditarod Trail Sled Dog Race (Anchorage-Nome) is the most famous winter event connected to the historic route. The race, which may start at Anchorage, Knik, Big Lake, or Nancy, carries hearty adventurers away from the comforts and security of civilization. Other than these mushers and bush dwellers who live along the historic route, very little winter recreational use currently occurs beyond the Susitna River. Unlike other national trails in the lower 48 states, this portion of the Iditarod can be an extremely hazardous undertaking for the unprepared traveler. But for those who do prepare and prepare well for the winter journey, the experience is unequalled.

The Seward to Rainy Pass portion offers a wide spectrum of recreational activities from museum visitation to true wilderness experiences. Historic districts, railroad related sites, mining camps, and roadhouse sites and remains are the primary historic resources which are associated with the Iditarod Trail between Seward and Rainy Pass.

Several museums and historical societies in the area collect and protect historical material and remnants from the region.

Anchorage Historical and Fine Arts Museum	National Railroad Historical Society
Cook Inlet Historic Society	Resurrection Bay Historical Society
Hope Museum	Resurrection Bay Historical Society Museum
Hope-Sunrise Historical Society	Transportation Museum of Alaska
Knik Mushers Hall of Fame and Museum	Wasilla, Knik, Willow Creek Historical Society
National Bank of Alaska Heritage Library	Wasilla Museum

Sites which have been placed on the Register of Historic Places between Seward and Rainy Pass are:

Alaska Nellie's Homestead (Lawing)	Russian Orthodox Church (Eklutna)
Beluga Point (Turnagain Arm)	Swetman House (Seward)
Diversion Tunnel (Seward)	Tunnel #1 ARR (Seward)
Hope Historic District (Hope)	

Table 5 summarizes community population, government, services, and access information for this region of the Iditarod Trail. Map 3 shows land uses between Anchorage, Seward and Rainy Pass.

### 3. General Land Status

There are several land managers who presently manage large tracts of land on the trail system south of Rainy Pass. Although selected by the State of Alaska as a portion of their entitlement under the Alaska Statehood Act, most of the trail between Rainy Pass and Finger Lake is presently managed as

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public lands by the Bureau of Land Management. The remainder of the trail south of Finger Lake is managed by the State of Alaska, the Matanuska-Susitna Borough, the Municipality of Anchorage, the Alaska Railroad and the U.S. Forest Service. Several miles is in private ownership.

Only those portions of trail which occur on federally managed land are presently in the National Trail System. The management program will discuss which nonfederal portions of the trail system are recommended for inclusion into the National Trail System.

Map 4 displays the general land status between Seward and Rainy Pass. The detailed land status record of current and proposed segments of the National Historic Trail system is discussed in the management program.



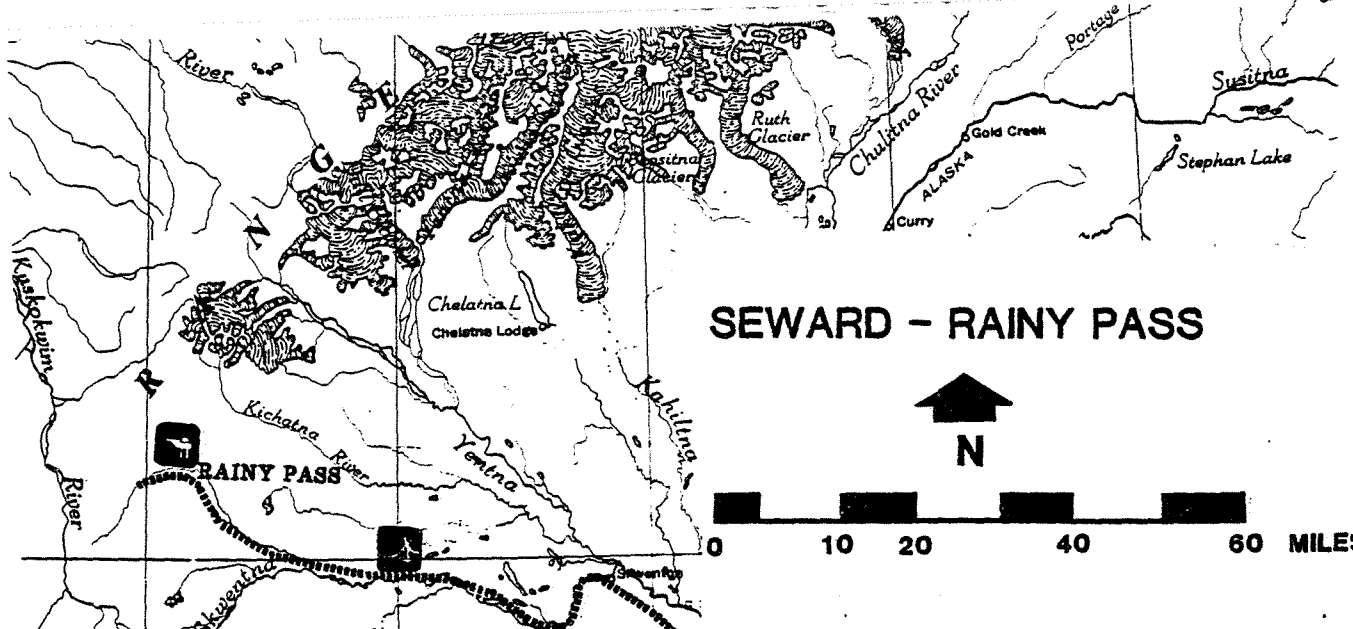
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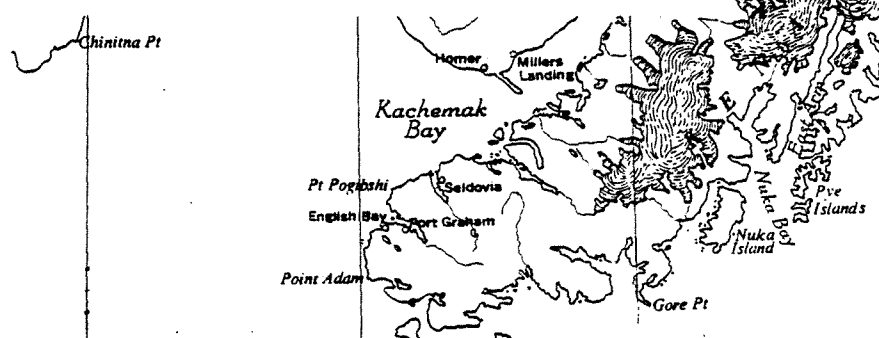
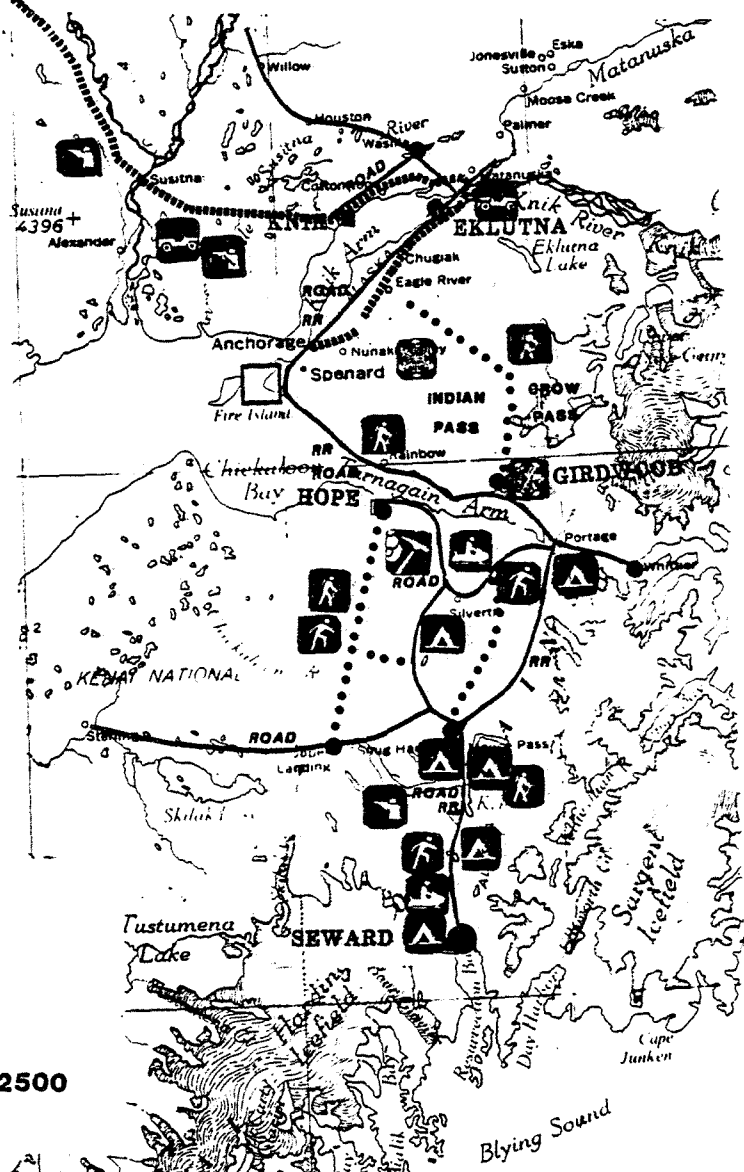


## MAP 2





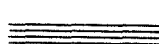

# **LAND USE ACTIVITIES**

- ANNUAL IDITAROD RACE
- SNOMOBILING
- SKIING
- WINTER SPORTS
- MAINTAINED TRAIL
- MAINTAINED CAMPSITE
- HIKING
- OFFROAD VEHICLE USE
- SPORT HUNTING
- MINING
- RAILROAD
- ROAD
- COMMUNITIES
- POPULATION 25 - 500
- POPULATION 500 - 2500
- POPULATION MORE THAN 2500



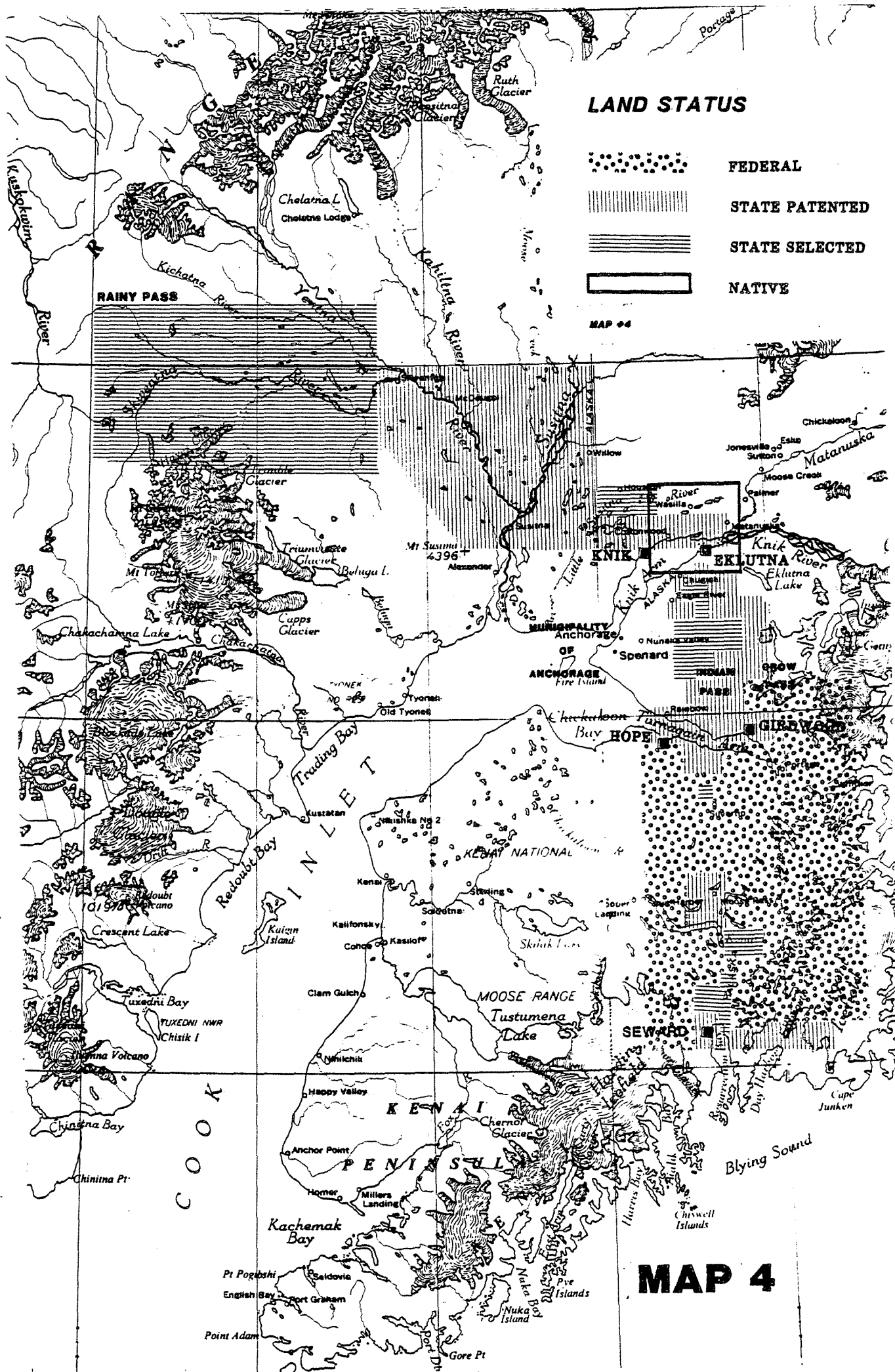
**MAP 3**

# LAND STATUS

-  FEDERAL
-  STATE PATENTED
-  STATE SELECTED
-  NATIVE

MAP #4

MAP 4



B. RAINY PASS TO KALTAG

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1. Physical Profile

Branching off the Alaska Road Commission trail originally laid out by Goodwin in the winter of 1908-09, a trail system developed connecting the villages and mining camps of the Kuskokwim, Innoko, and Yukon River. Remaining today are trails still used each winter, summer roads and abandoned sections of trail which have probably not been used in 40 years. Of the almost 1,200 miles in the Iditarod Trail System between Rainy Pass and Kaltag no railroads, paved highways, or maintained recreation trails have been developed.

The trail system between Rainy Pass leaves the 3,350 foot level of the Alaska Range and descends over 3,000 feet into the Kuskokwim River Valley to McGrath. From the McGrath area, the trail system crosses the Kuskokwim Mountains (over several routes) into the Yukon River drainage. All routes meet at the village of Kaltag on the Yukon River (elevation 200 feet).

The predominant vegetation types through which this section of the Iditarod Trail traverses is the spruce-hardwood forest of the Kuskokwim and Innoko Flats and surrounding mountainous areas. Bottom-land spruce-poplar forest communities dominate the major river valleys, such as the Yukon, Kuskokwim, Iditarod, and Innoko river valleys. Alpine tundra and barren ground communities are scattered throughout this large area, but large communities are located near the Iditarod Loop and the Alaska Range. The major low brush bog community is located in the lowlands between Kaiyuh Mountains and the Yukon River. Other small low brush bog communities are located near the Yukon River, Iditarod River, and Takotna River.

Wildlife species are diverse in the interior portion of the Iditarod Trail System. Common species inhabiting the region are: caribou, hare, lynx, moose, black bear, wolverine, wolves, brown/grizzly

bear, beaver, Dall sheep, marten, land otter, bald eagle, golden eagle, osprey, peregrine falcon, muskrat, weasel, and mink.

Important waterfowl areas are located in the Innoko and Kuskokwim valleys. Sport fish species common in various areas of the route include grayling, northern pike, and several species of salmon.

The entire trail system between Rainy Pass and Kaltag falls into the Continental Climatic Zone. Generally, weather conditions in this Interior Alaska climatic zone are characterized by extreme summer and winter temperatures, light precipitation, and generally light surface winds.

At Flat, summer temperatures average 37°F to 68°F with an extreme of 90°F recorded. Winter temperatures range from -11°F to 20°F with a low of -61°F on record. Precipitation average 18" including 56" of snow. The towns of McGrath, Ruby, Galena, and Nulato experience similar weather conditions.

## 2. Socioeconomic Profile

The Iditarod Trail in Alaska's interior has fewer communities along the route now than it did at the height of the Iditarod and Ruby gold strikes. The concentration of populations lies in the villages in the Yukon River between Ruby and Kaltag with Galena being the transportation and trade center along the Yukon in this area on the Kuskokwim River. McGrath serves as the population/trade center between the Yukon and Rainy Pass. Athabascan Indians make up the majority of the population of communities in this portion of the trail system.

Besides employment relating to trade, transportation, and service in McGrath and Galena and the U. S. Air Force Base in Galena, people living in villages and camps along the route are engaged in seasonal and/or subsistence activities. Mining is a significant economic base for the area, with active mining occurring around Ganes Creek, Moore Creek, Flat, Poorman, and Ophir.

Transportation is chiefly conducted between villages by light plane. Galena and McGrath are connected to Anchorage by commercial airlines. State maintained roads are located between Poorman and Ruby and Takotna and Ophir. Riverboats, snow machines, dog teams, and all-terrain vehicles transport equipment and people between villages and subsistence and mining areas.

Recreational use in the interior is dispersed and at low levels throughout the area. Some big game hunting is based out of the Yukon River villages and the McGrath area during the fall. The Iditarod Sled Dog Race attracts mushers, tourists, and support personnel who utilize portions of the historic route each March. Recreational use of the trail system is concentrated around villages by local residents during the winter months. Due to the extreme weather conditions and lack of support facilities away from communities, the trail system does not attract many nonlocal recreationists willing to compete against the hazards and challenges of winter travel.

Historic resources remaining along this portion of the historic trail include many structural remains of roadhouses and Alaska Road Commission cabins, abandoned villages and towns such as Iditarod, Dikeman, and Dishkakat, and remnants from the gold rush era such as the Lavelle Young Steamer. There are no sites on the National Register of Historic Places or museums located along this segment of the trail. Section V, Sites and Segments, discussed those historic sites considered to be associated with the Iditarod Trail.

Community profiles for this portion of the Iditarod are shown in Table 6. Land uses are indicated on Map 6.

### 3. General Land Status

The State of Alaska is the major landowner of the trail system between Rainy Pass and the Yukon River. The state will manage major blocks of land around the Alaska Range, Iditarod Loop, and between McGrath and the Yukon River. The state also manages the 143 miles of the Yukon River between Ruby and Kaltag.

The Innoko Wildlife Refuge is crossed by portions of the trail system in the Innoko Flats.

The native village lands of McGrath, Takotna, and Kaltag and Doyon Regional Corporation lands, as well as individual native allotments, are crossed by various portions of the historic route. Federal easements generally follow all sections of the historic trail across native lands except for small portions through Kaltag Village, McGrath Village, and Doyon Regional Corporation lands. "Access only" is allowed on these 17b easements, and there is very little in the way of camping and recreational opportunities.

Map 7 displays the general land status between Rainy Pass and Kaltag.

TABLE 5

COMMUNITY PROFILES  
SEWARD TO RAINY PASS

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SEWARD TO KATNU 1988

COMMUNITY	POPULATION (1980 Census)	GOVERNMENT	NATIVE ORGANIZATIONS			SERVICES					ACCESS				
			Regional Corporation	Non-Profit	Village Corporation	Post Office	General Store	Lodging	Public Airstrip	Hospital	AK Marine Hwy.	AK Marine Hwy.	AK Hwy. System	Comm. Airline	Other Comm. Air
Seward	1,823*	Home Rule City	Chugach Natives Incorporated	North Pacific River Native Corporation		X	X	X	X	X	X	X <sup>1</sup>	X	-	X
Moose Pass		Unincorporated	Cook Inlet Region	Cook Inlet Native Assoc.		X	X	-	-	-	-	X	X	-	-
Hope		Unincorporated	Cook Inlet Region	Cook Inlet Native Assoc.		X	-	-	-	-	-	-	X	-	-
Whittier	292*	2nd class city	Cook Inlet Region	Cook Inlet Native Assoc.		X	X	X	X	-	X	X	-	-	-
Portage		Unincorporated	Cook Inlet Region	Cook Inlet Native Assoc.		-	X	X	-	-	-	X	X	-	-
Girdwood	144*	3rd class city	Cook Inlet Region	Cook Inlet Native Assoc.		X	-	X	-	-	-	X	X	-	-
Anchorage	185,280*	Home Rule Municipality	Cook Inlet Region	Cook Inlet Native Assoc.		X	X	X	X	X	-	X	X	X	X
Eagle River	*	-----	Cook Inlet Region	Cook Inlet Native Assoc.	Eklutna, Inc.	X	X	-	X	-		X	X	-	-
Eklutna	*	Traditional	Cook Inlet Region	Cook Inlet Native Assoc.	Eklutna, Inc.	-	X	-	-	-	-	X	X	-	-
Wasilla	*	2nd class city	Cook Inlet Region	Cook Inlet Native Assoc.		X	X	X	X	-	-	X	X	-	-
Knik	*	Unincorporated	Cook Inlet Region	Cook Inlet Native Assoc.	Knikatu, Inc.	-	-	-	-	-	-	-	X	-	-
Susitna	*		Cook Inlet Region	Cook Inlet Native Assoc.		-	-	-	-	-	-	-	-	-	-
Skwentna	*	Unincorporated	Cook Inlet Region	Cook Inlet Native Assoc.		-	-	-	-	-	-	-	-	-	-

<sup>1</sup> Non-passenger

\*NOTE: Official 1980 census information not available as of October 1, 1980.

TABLE 6

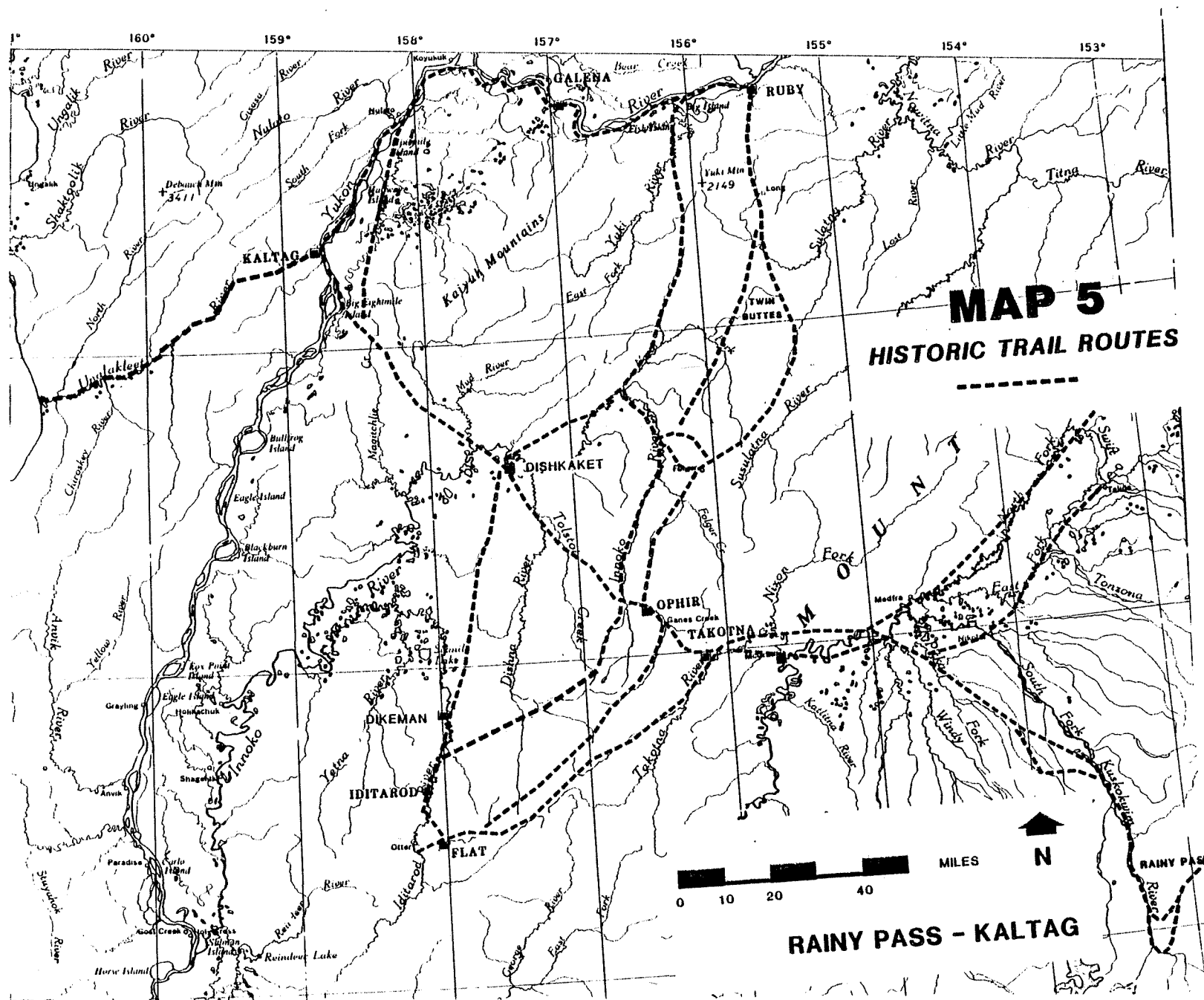
COMMUNITY PROFILES  
RAINY PASS TO KALTAG

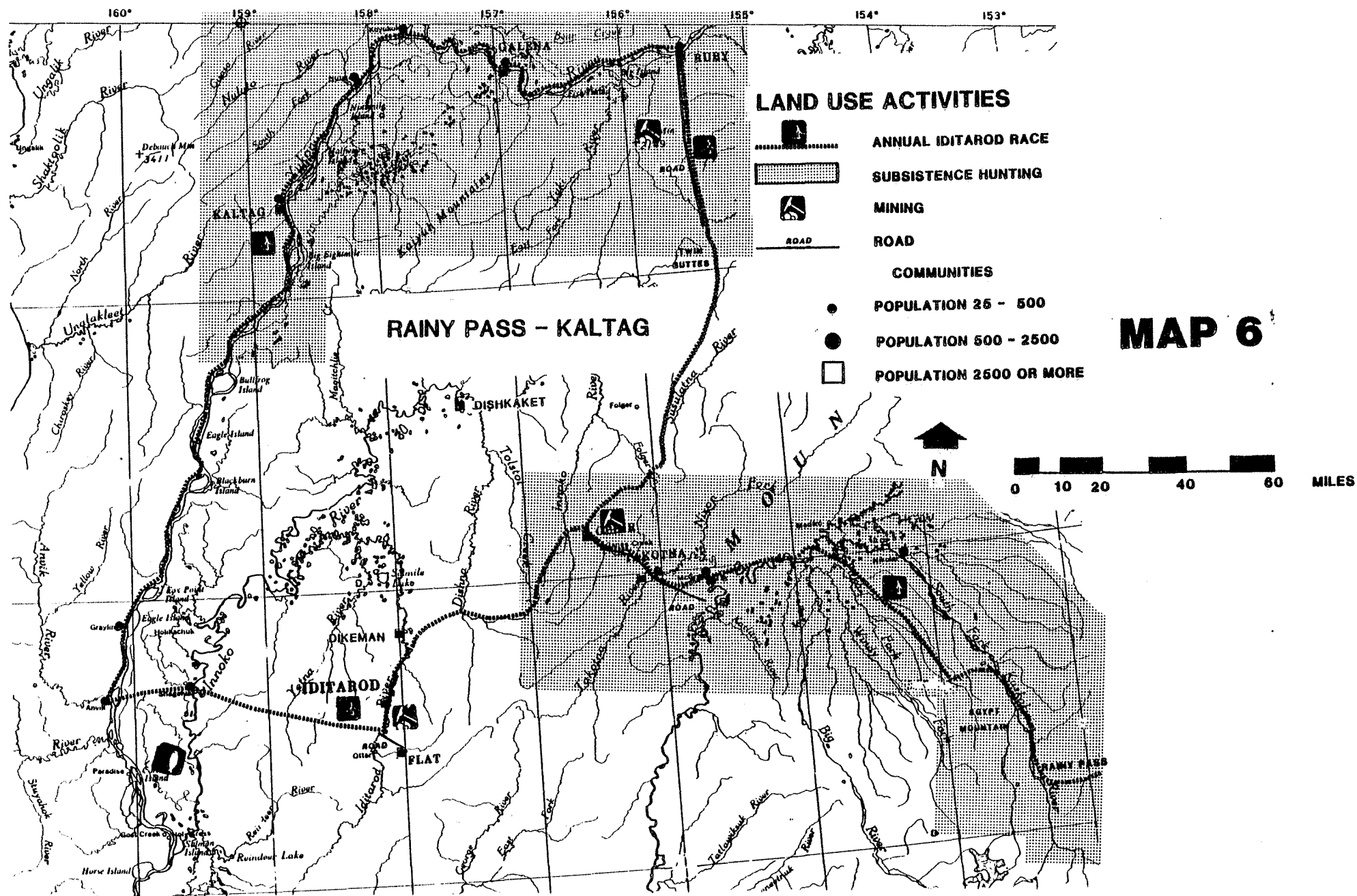
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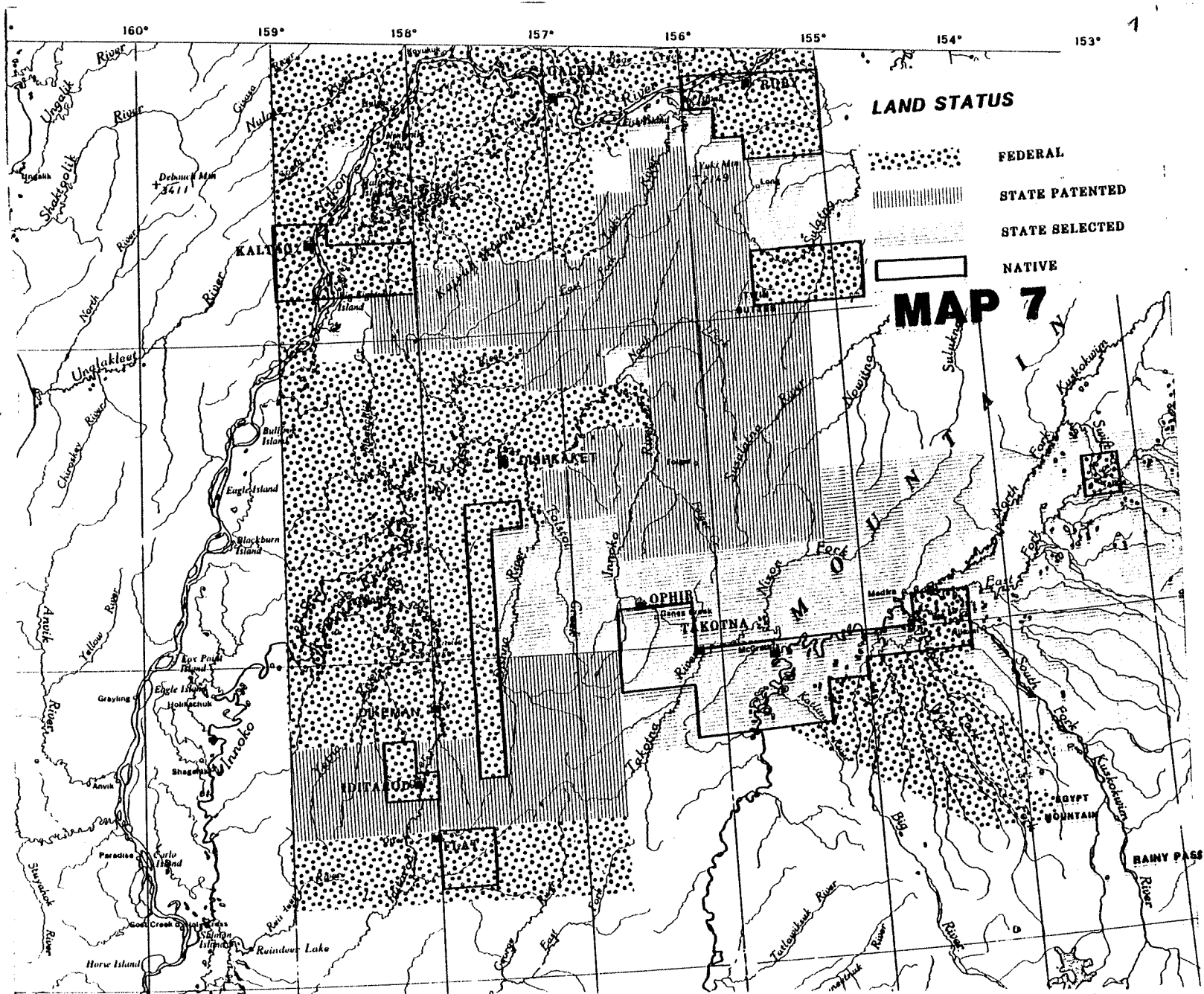
COMMUNITY	POPULATION (1980 Census)	GOVERNMENT	NATIVE ORGANIZATIONS			SERVICES					ACCESS				
			Regional Corporation	Non-Profit	Village Corporation	Post Office	General Store	Lodging	Public Airstrip	Hospital	AK Marine Hwy.	AK Railroad	AK Hwy. System	Comm. Airline	Other Comm. Air
Farewell	*	Unincorporated	Doyon, Ltd.	Tanana Chiefs Conference		-	-	-	X	-	-	-	-	-	-
Nicolai	*	2nd class <sup>3</sup> city	MTNT, Ltd.	Tanana Chiefs Conference		X	X	-	X	-	-	-	-	-	X
McGrath	382*	2nd class city	MTNT, Ltd.	Tanana Chiefs Conference	Chamai, Inc.	X	X	X	X	-	-	-	-	X	X
Takotna	*	Unincorporated	MTNT, Ltd.	Tanana Chiefs Conference	Gold Creek, Ltd.	X	?	X	X	-	-	-	X <sup>2</sup>	-	X
Ophir	*	Unincorporated	Doyon, Ltd.	Tanana Chiefs Conference		-	-	-	-	-	-	-	X <sup>2</sup>	-	-
Moore Creek	*	Unincorporated	Doyon, Ltd.	Tanana Chiefs Conference		-	-	-	-	-	-	-	-	-	-
Flat	*	Unincorporated	Doyon, Ltd.	Tanana Chiefs Conference		-	-	-	-	-	-	-	-	-	-
Poorman	*	Unincorporated	Doyon, Ltd.	Tanana Chiefs Conference		-	-	-	-	-	-	-	X <sup>3</sup>	-	-
Ruby	148*	2nd class city	Doyon, Ltd.	Tanana Chiefs Conference		X	X	X	X	-	-	-	X <sup>3</sup>	-	X
Galena	631*	1st class city	Doyon, Ltd.	Tanana Chiefs Conference	Gana-a'yoo Ltd.	X	X	X	X	?	-	-	-	X	X
Koyukuk	124*	2nd class city	Doyon, Ltd.	Tanana Chiefs Conference	Gana-a'yoo Ltd.	X	X	-	X	-	-	-	-	-	X
Nulato	331*	2nd class city	Doyon, Ltd.	Tanana Chiefs Conference	Gana-a'yoo Ltd.	X	X	-	X	-	-	-	-	-	X

<sup>2</sup>Takotna to Ophir<sup>3</sup>Poorman to Ruby Road

\*NOTE: 1980 census information not available as of October 1, 1980.







C. KALTAG TO NOME

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1. Physical Profile

The travel routes between the Yukon River and the villages (shown on Map 8) bordering Norton Sound have changed little since the gold rush era. Of the almost 400 miles of trail included or eligible for inclusion in the National Trail System, 33 miles is a state maintained highway between Nome and Solomon and the remainder are winter trails which follow the beaches and cross Norton Bay. No developed recreation trails have been developed between Kaltag and Nome. The winter trail tread is quite evident in all seasons along much of the Kaltag portage while portions of the trail which cross tundra areas, are undetectable during the summer months.

The route leaves the 200-foot elevation in the Yukon River basin at Kaltag and follows the low, broad Unalakleet River valley. The trail reaches an elevation of 600 feet in the vicinity of Twenty-Two Mile Cabin as it passes through the Kaltag Mountains with peaks averaging 2,000-3,000 feet.

After reaching Unalakleet the trail generally stays at or near sea level as it skirts Norton Sound along tidewater lagoons, spits, and barrier beaches. The winter trail actually crosses Norton Bay when sea ice will support such travel. The portion of the trail system which leaves barren beaches reaches a maximum elevation of 300 feet near the village of White Mountain.

Vegetation types range from the upland spruce-hardwood communities of the Yukon and Unalakleet river valleys to the various tundra and beach communities bordering Norton Sound.

Wildlife species which are common to the area between Kaltag and Nome include: brown/grizzly bear, red fox, moose, Arctic fox, land otter, marten, hare, musk-ox, caribou, beaver, lynx and walrus.

Important waterfowl nesting areas are located along the shores of Norton Sound. Fish species common in the Unalakleet River, and other creeks and streams along Norton Sound, include grayling, Arctic char, northern pike, and several species of salmon.

Passing from Kaltag to Nome a traveler will leave the Continental Climatic Zone and enter the Transition Climatic Zone. In general coastal summer and weather temperatures will be less extreme, but precipitation will be about the same as the Interior region. At Moses Point precipitation averages 19" including 82" of snow. Winter temperatures range from -6°F to 9°F while summer temperatures range from 42°F to 61°F. Extreme temperatures of -49°F to 87°F have been recorded.

## 2. Socioeconomic Profile

This portion of the Iditarod Trail crosses the cultural boundary between Indian and Eskimo cultures. Athabascan Indians inhabit the Yukon River village of Kaltag while people of Eskimo descent make up a majority of the population of the villages along the route between Unalakleet and Nome inclusions.

Nome has remained the largest community in this area since the gold rush boom. It serves as the trade, transportation, and service center for the villages of the Norton Sound area. Table 7 displays the community profile information for villages between Kaltag and Nome.

Besides employment relating to trade, transportation, and service in Nome, people living in Nome and other villages on the route to Kaltag are engaged in seasonal employment. Seasonal employment includes reindeer herding, commercial fishing and fish processing, and firefighting. Mining for precious metals is still an important economic activity of the Seward Peninsula.

Subsistence activities within the area include trapping, fishing, firewood gathering, and berry picking. Land use activities are shown on Map 9.

Transportation between villages within the area during the winter season is by light plane, snow machine, and dog team. Summer travel between villages is accomplished mostly by boat or small plane. Only Nome and Unalakleet are connected to Anchorage by commercial airliner. Other villages are interconnected by regularly scheduled mail planes. The villages of Council, Solomon, and Nome are connected by a state maintained highway system.

Recreational use of these historic sites and segments is concentrated in Nome. A large tourist trade is conducted in Nome year long. Attractions include the historic Nome townsite, active and historic mining areas within driving distance of town, Eskimo cultural activities, and the Iditarod Sled Dog Race. Side trips from Nome north of the Arctic Circle are also important attractions. Outside of Nome, recreational use is limited primarily to local use of the trail by villagers on snow machines and dog teams.

Each March the Iditarod Sled Dog Race attracts many tourists and support personnel to Nome and outlying villages along the route. With the exception of the dog mushers who compete in the Iditarod Race, Nome Kennel Club races and several snow machine races in the vicinity of the trail, very little recreational activity occurs on the historic trail.

Historic resources remaining along this portion of the historic trail are in the form of historic native sites, Alaska Road Commission cabins, telegraph stations, roadhouse structures and sites, and other remnants of the gold rush era, such as mining equipment.

There are currently six sites on the National Register of Historic Places along this segment of the trail:

Anvil Creek Gold Discovery Site  
Fort Saint Michael Site (Nome vicinity)  
Erik Lindbloom Placer Claim (Nome)  
Snow Gulch Discovery Claim (Nome)

Cape Nome Roadhouse  
Redoubt St. Michael Site (Nome vicinity)  
Sally Carrigher House (Nome)

The Carrie McLain Museum in Nome is the only museum along this portion of the trail system which protects artifacts and interprets historic events of the area.

Section V, Historic Sites, lists those historic sites considered to be associated with the Iditarod Trail system.

3. General Land Status

Native, regional, and village corporations have selected most of the land along the route between the Yukon River and Nome. Federal easements protect public use of the historic route except for approximately 15 miles in the villages of Elim, Shaktoolik and White Mountain. The federal government manages the trail route between Kaltag and Unalakleet through federal easements and 44LD514 withdrawals. The trail also crosses U. S. Fish and Wildlife Service withdrawals for the Alaska Marine National Wildlife Refuge. The State of Alaska manages the historic route between Solomon and Nome along the state maintained highway. Map 10 displays the general land status between Kaltag and Nome. Federal easements provide the traveler with "access only" and there is very little in the way of camping and recreational opportunities.

TABLE 7

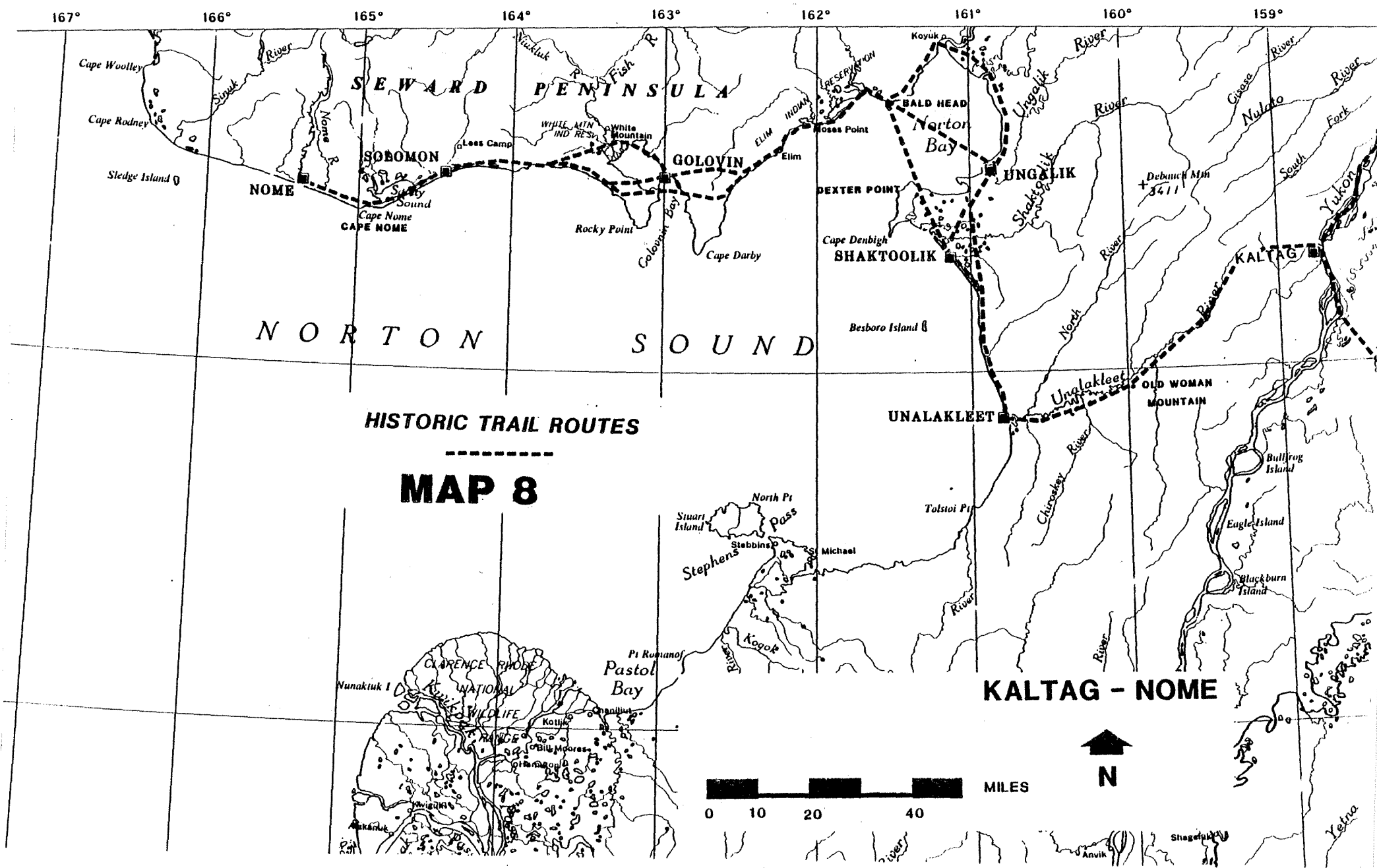
COMMUNITY PROFILES  
KALTAG TO NOME

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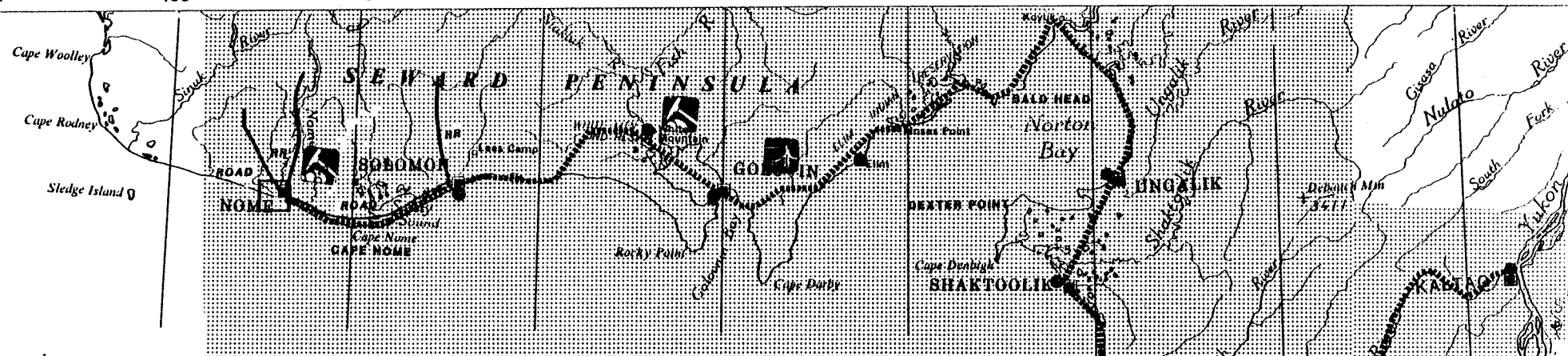
COMMUNITY	POPULATION (1980 Census)	GOVERNMENT	NATIVE ORGANIZATIONS			SERVICES					ACCESS				
			Regional Corporation	Non-Profit	Village Corporation	Post Office	General Store	Lodging	Public Airstrip	Hospital	AK Marine Hwy.	AK Railroad	AK Hwy. System	Comm. Airline	Other Comm. Air
Kaltag	257*	2nd class city	Doyon, Ltd.	Tanana Chiefs Conference	Gana-a'yoo Ltd.	X	X	-	X	-	-	-	-	-	X
Unalakleet	632*	2nd class city	Bering Straits Native Corp.	Kawerak, Inc.	Unalakleet Native Corp.	X	X	X	X	-	-	-	-	X	X
Shaktoolik	160*	2nd class city	Bering Straits Native Corp.	Kawerak, Inc.	Shaktoolik Native Corp.	X	X	-	X	-	-	-	-	-	X
Koyuk	160*	2nd class city	Bering Straits Native Corp.	Kawerak, Inc.	Koyuk Native Corp.	X	X	-	X	-	-	-	-	-	X
Elim	174*	2nd class city	Bering Straits Native Corp.	Kawerak, Inc.	Elim Native Corporation	X	X	-	X	-	-	-	-	-	X
Golovin	118*	2nd class city	Bering Straits Native Corp.	Kawerak, Inc.	Golovin Native Corp.	X	X	-	X	-	-	-	-	-	X
White Mountain	103*	2nd class city	Bering Straits Native Corp.	Kawerak, Inc. Nativ. Corp.	White Mountain	X	X	-	X	-	-	-	-	-	X
Council	---*	-----	Bering Straits	Kawerak, Inc.		-	-	-	-	-	-	-	X <sup>4</sup>	-	-
Solomon	---*	-----	Bering Straits Native Corp.	Kawerak, Inc.	Solomon Native Corp.	X	X	-	X	-	-	-	X <sup>4</sup>	-	X
Nome	2,892*	1st class city	Bering Straits	Kawerak, Inc.	Sitnasuak	X	X	X	X	X	-	-	X <sup>4</sup>	X	X

<sup>4</sup> Nome to Council Rd.

\*NOTE: Official 1980 census information not available as of October 1, 1980.



167° 166° 165° 164° 163° 162° 161° 160° 159°



## LAND USE ACTIVITIES



ANNUAL IDITAROD RACE



SUBSISTENCE HUNTING



MINING



ROAD



RAILROAD

### COMMUNITIES



POPULATION 25 - 500



POPULATION 500 - 2500

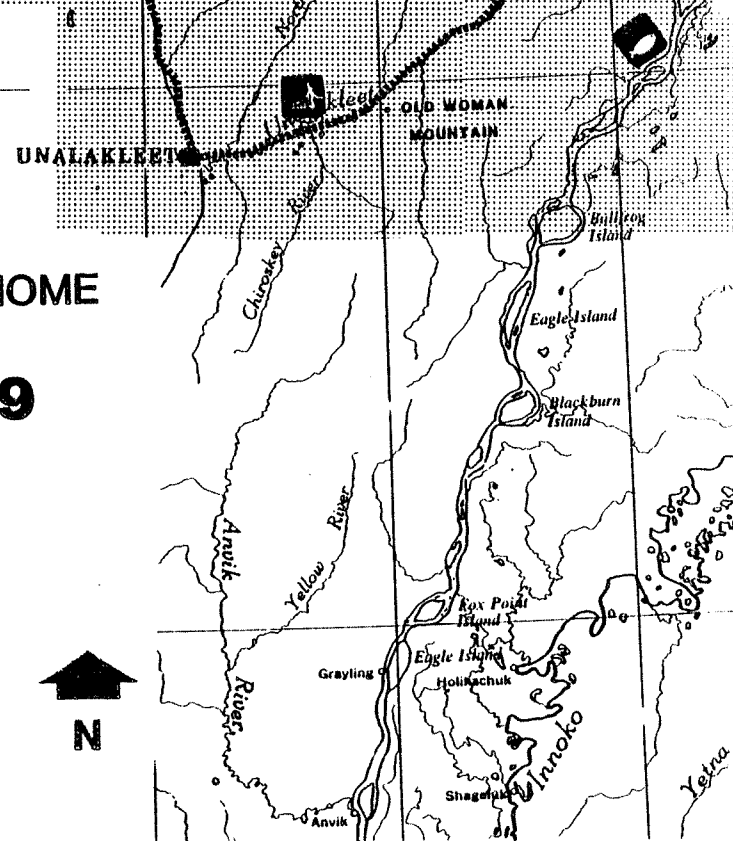


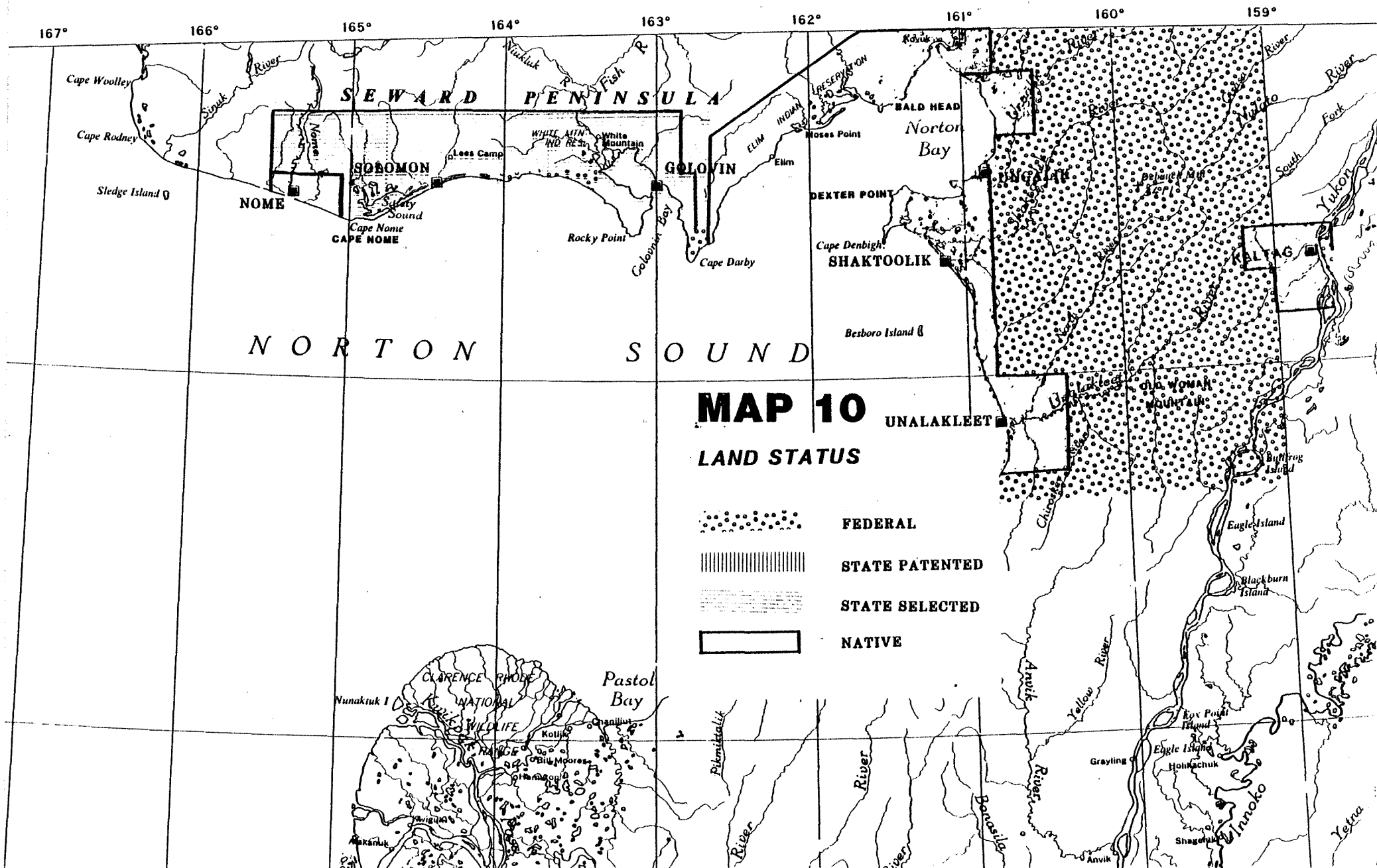
POPULATION MORE THAN 2500



KALTAG - NOME

## MAP 9





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## V. SIGNIFICANT SITES AND SEGMENTS

A. IDENTIFICATION OF SITES AND SEGMENTS

The National Trails System Act calls for the "identification and protection of the historic route and its historic remnants" and the "identification of all natural, historic, and cultural resources to be preserved" (along with high potential historic sites and high potential route segments).

It is apparent that Congress did not intend to protect each inch of the historic trail system or every historic site identified by the Bureau of Outdoor Recreation in 1977 or the Iditarod Project Office during the course of this study. This report recommends a cooperative system of federal and non-federal landowners working together to protect those sites and those segments deemed to be the most significant and have the highest potential for historic interpretation or outdoor recreation by the public.

1. Historic Significance

During 1980, the Iditarod National Historic Trail Office undertook an inventory of the Iditarod Trail and its connecting trails. Extensive physical inventories were undertaken in 1980 of the Rainy Pass to Kaltag and Kaltag to Nome segments of the trail. A preliminary survey was made within the Seward to Rainy Pass section. As a result of that effort, many significant historic sites were located. [NOTE: During the spring and summer of 1981, the balance of the trail will be inventoried subject to funding and adequate time.] The sites, varying in condition, historic association, national, regional, or local significance and ownership, offer an interesting and difficult management and protection responsibility.

In order to develop a realistic management plan, the Iditarod National Historic Trail Office met with cultural resource specialists of the Alaska State Division of Parks, the Heritage Conservation and Recreation Service, and the National Park Service to develop a methodology of approach in the identification and management of those important cultural and historic sites and artifacts.

As a result of those meetings, a procedure was developed that was used to compare the relative historical significance and manageability of all sites along the trail. Table 8 lists this six-step procedure and a detailed discussion can be found in Appendix B.

While this procedure was used in evaluating highly significant segments of the trail as well as individual sites, a different analysis was necessary to ultimately determine highly significant segments. While cultural and historic values are a valuable and necessary factor for analysis, segment identification also requires an analysis of the natural and scenic resources along the trail as well as the existence of, or potential for, outdoor recreation.

## 2. Outdoor Recreation

Opportunities for enhancing recreational uses along the Iditarod National Historic Trail are unlimited but severe restraints such as weather, terrain, and support facilities limit popularity. Therefore, those significant opportunities are contingent on three basic factors occurring: access, interpretation, and development. The basic opportunities are discussed in this section. The management of these opportunities are discussed in Section VI.

### a. Seward to Rainy Pass

The southern portion of the Iditarod Trail System offers the widest variety of recreational opportunities. Passenger train and highway routes already overlain with public rights-of-way cover a significant amount of this segment of the trail system. Outstanding opportunities for the Alaska Railroad, the Alaska Department of Transportation, and adjacent management agencies, such as the U.S. Forest Service and the Alaska Division of Parks, to provide interpretive displays and information at key locations between Seward and Knik. Communities such as Seward, Eagle River, Wasilla, Knik and Anchorage, have opportunities to attract visitors to waysides or museums by providing the visitors with individualized interpretive programs and facilities using the Iditarod National Historic Trail

TABLE 8

## PROCEDURES FOR DETERMINING HISTORIC SIGNIFICANCE AND MANAGEABILITY

STEP 1	Location and research of historic sites and trail segments. (Approximately 200 sites identified and 2,300 miles of trail.)	Adequate research and recordation of the historic routes and sites should be undertaken regardless of landownership.  Sites to be researched, located, recorded mapped, tested, and recommendations made for project files.
STEP 2	Evaluation of all sites against National Register criteria. (Approximately 90 sites evaluated.)	Using existing National Register criteria, each site identified in Step 1 is evaluated based upon the site's association to the Iditarod National Historic Trail and individual site significance, i.e., national, regional, or federal significance. (See Appendix B)
STEP 3	Application of realistic considerations in the management of historic sites.	Access condition and use of the sites are considered in order to determine the suitability and feasibility of the management of each site. (See Appendix B.)
STEP 4	Identification of significant trail segments.	Historical significant trail segments are identified based on cultural, historic, natural significance and management feasibility for historic interpretation or outdoor recreation.
STEP 5	Definition of proposed preservation/protection levels of sites and segments.	Tentative recommendations have been made. Through each historic site and segment identified, a management category is assigned to each site and segment based on site order of significance (Step 2), manageability (Step 3), and relationship to highly significant segments (Step 4).
STEP 6	Establish Secretary's criteria for inclusion of nonfederal sites and segments into INHT system.	Criteria and procedure to be established by October 1981.

theme. The City of Seward, especially, has an opportunity to provide a visitor contact point which emphasizes the importance of Seward as the start of the historic Iditarod Trail.

Developed hiking, skiing, and dog mushing trails cover many portions of the primary route and connecting trails.

The Crow Pass, Indian Pass, and Johnson Pass Trails provide outstanding summer and winter recreation opportunities through the Chugach and Kenai Mountains. These historic trails, managed by the Chugach State Park or the Chugach National Forest, are visible and partially marked, with the construction and maintenance standards differing between state and federal land. Use of these trails are high, with increased usage expected once knowledge of the historic trail status is common.

The Municipality of Anchorage has recognized the relationships between historic trail and contemporary recreational uses of these routes. The recommendations presented in the Areawide Trails Plan (April 1979) state that the Iditarod Trail, the Potter Trail, and Anchorage Fur Rondy Trail be included in the National Historic Trails System, managed cooperatively with other agencies and to prevent incompatible land uses or other activities which would disrupt or destroy the route. Such recommendations are consistent with the goals of this plan and are wholly supported. The Areawide Trail Plan also presents a progressive trail system of bikeways, dog mushing, equestrian, and hiking trails throughout the municipality which would be both compatible with and enhance the National Trail System.

The trail system beyond Knik is significantly less developed than the Seward Peninsula/Cook Inlet area. Upon leaving the road system at Knik, the historic trail starts to phase into a primitive winter trail. Some private development exists and other contemporary uses exist, but essentially the trail remains as it was in the gold rush era.

The Susitna Basin Trail Land Use/Recreation Atlas (1980) shows winter and summer recreation activities occurring on land adjacent to the historic route. Besides dog mushing and snow machining, fishing,

big game hunting, boating, rafting, and skiing are recreational use activities occurring between Knik and Rainy Pass.

The winter traverse, and possible summer traverse, from the Skwentna River to the vicinity of the Rhone River Roadhouse offers superb opportunities for winter and summer recreational use after access is gained to the area by light aircraft. This undeveloped section of trail is perhaps the most formidable and beautifully natural area along the entire trail system. Total wilderness, this traverse would only be for the hearty outdoorsman well-prepared for the rigors and adventures of this experience.

b. Rainy Pass to Kaltag

From Rainy Pass, the historic trail continues down the Dalzell River drainage into the Tatina River and follows this to its confluence with the South Fork of the Kuskokwim River. This wilderness journey from the south side of the Alaska Range is a superb recreational opportunity for either summer or winter travel. Where avalanche dangers may exist during certain months at Rainy Pass, an alternate route is possible through Ptarmigan Pass, a connecting trail to the primary route. While both routes are virtually free of intrusion of man, the opportunities for cross-country wilderness travel during the entire year exists. River crossings, steep slopes, and dense vegetation along a portion of the Dalzell drainage presents some obstacles for wilderness travelers, but these are not insurmountable obstacles. Canoeing and rafting opportunities are available from Rhone River down the Kuskokwim to McGrath. This voyage would offer an outstanding trip for the intrepid summer outdoorsman just as it does for the winter adventurer.

Beyond McGrath, current recreational uses are limited. Dog mushing and snow machining occurs along the Iditarod Race routes and in close proximity to villages in the area. Big game hunting occurs by hunters flying from villages and/or floating rivers in the region.

The Yukon River between Ruby and Kaltag is a major transportation route and offers year long recreational use opportunities.

c. Kaltag to Nome

The historic trail between Kaltag and Unalakleet, traditionally known as the Kaltag Portage, offers a scenic corridor for winter cross-country travel. Relatively level, in a scenic valley, the area offers a superb winter wilderness adventure along a route which has been followed by travelers in contemporary, historic and prehistoric times.

The Unalakleet River is a recently designated National Wild and Scenic River and offers superb fishing and a wilderness float past historic cabins used during the gold rush era. Aside from the land surrounding the native villages of Kaltag and Unalakleet, most of the land will remain in public ownership under the administration of the Bureau of Land Management (BLM).

Because of the trail's significance as a cultural and historic route in Alaska's history and because of the National River designation, no activities should be allowed along this "significant" segment which would detract from the historic or recreation values.

Along Norton Sound the concentration of superb historic structures and artifacts provide the opportunities for a diversity of outdoor recreation activities. Aside from the interpretive opportunities relating to the gold rush trail, the coastal area offers excellent hiking along the scenic bluffs, sand dunes, and spits found along the northern edge of Norton Sound. Other trails, many also historic, diverge from the Iditarod route heading northward into the Seward Peninsula. High concentrations of sea birds and marine mammals are found along this coastline as well as grizzly bears who feed along the beaches. Rock hounding, photography, and recreational mining opportunities are abundant along this coastal area. However, where the Iditarod National Historic Trail crosses land owned by numerous native corporations in this segment, it is emphasized that easements for the trail are for

access only. Therefore, hunting, fishing, gold panning, and other recreational activities cannot be done without the permission of the appropriate native corporation.

Between Solomon and Nome, once again the visitor has highway access to the historic trail and sites. Opportunities exist for tour groups to provide visitors with information and interpretation of the history of Nome, the Iditarod Trail, and the gold rush era.

Access, always a formidable obstacle to reaching most of the historic route, is atypically available along this section of the trail. Aside from commercial jet transportation to Nome and Unalakleet, small planes can land along the coastal beaches and bush airstrips scattered along this area. However enticing the opportunities are along this historic stretch of the Iditarod Trail, severe climatic conditions make visitation by all except the heartiest recreationists, undesirable during certain periods of the year. High winds, snow or rain, and sub-zero temperature can be expected much of the time.

However, similar to the trailhead of the city of Seward, Nome shares the opportunity to establish a visitor contact point which emphasizes Nome as both a destination and a starting point on the historic Iditarod Trail.

### 3. Status of Recommendations

The initial recommendations for significant and high potential sites and segments in this draft plan are based on the six-step procedures, and the recreation potential discussed previously. The final recommendations for significant segments will include the criteria being developed to include cultural, historic, and natural values as well as the potential for outdoor recreation. The complete inventory of these attributes was not complete in time for this draft.

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As a result of preliminary site and segment evaluations and discussions with state and federal land managers, the INHT Project Office has assigned tentative management categories and guidelines for the protection/preservation of the historic trail system. The final recommendations will be guidelines used by federal land managers and other land managers or private landowners entering into cooperative management agreements with the federal government.

TABLE 9

HISTORIC SITES - SUMMARY  
IDITAROD NATIONAL HISTORIC TRAIL

<u>Site Name</u>	<u>Alaska Historic Resources Survey (AHRS)</u>	<u>Ownership</u>	<u>Management Category</u>
Seward to Rainy Pass			1
Alaska Railroad Depot	SEW-001	Seward	
Bear Creek Station	SEW-014	Federal	
Lakeside Roadhouse	SEW-077	Federal	
Tunnel "O"	SEW-015	Federal	
Minnie Andacher Homestead	SEW-000	Federal	
Summit Station	SEW-020	Federal	
Primrose	SEW-116	Federal	
Roosevelt	SEW-025/SEW-095	Private	
Lakeview	SEW-117	Federal	
Falls Creek Station	SEW-013	Contested	
Falls Creek Mine	SEW-162	Federal/Private	
Trail Lake	SEW-021	Federal	
Moose Pass	SEW-097	Private	
Sunrise Station	SEW-118	Federal	
Hunter	SEW-093	Federal	
Snoring	SEW-000	Federal	
Grandview	SEW-099/SEW-017	Federal	
The Loop	SEW-000	Federal	
Tunnel Siding	SEW-094	Federal	
Tunnel #1	SEW-139	Federal	
Tunnel #2	SEW-107	Federal	
Tunnel #3	SEW-108	Federal	
Tunnel #4	SEW-109	Federal	
Tunnel #5	SEW-110	Federal	
Tunnel #6	SEW-111	Federal	
Tunnel #7	SEW-112	Federal	
Placer Creek Crossing Bridge	SEW-136	Federal	
Snowshed	SEW-128	Federal	

TABLE 9 (Continued)

Site Name	Alaska Historic Resources Survey (AHRs)	Ownership	Management Category
Side Hill Stream Bridge	SEW-119	Federal	
Snowshed #2	SEW-129	Federal	
Snowshed #3	SEW-130	Federal	
Spencer Bridge	SEW-120	Federal	
Spencer	SEW-121	Federal	
Moraine	SEW-122	Federal	
Portage Roadhouse	SEW-100	Federal	
Portage	SEW-123	Federal/Private	
Kern	SEW-092	Federal	
Girdwood	SEW-102/SEW-016	Private	
Glacier Creek Bridge	SEW-124	Federal	
Girdwood Section	SEW-137	Federal	
Gleason's Cabin	SEW-000	Federal	
Sunrise	SEW-194	Private	
Sunrise Cemetery	SEW-195	Private	
Hope Historic District	SEW-018	Private	
Oracle Mine	SEW-000	Undetermined	
Gildatrics	SEW-159/SEW-015	Federal/Private	
Dahl	SEW-022	Federal	
Michaelson Cemetery	SEW-035	Federal	
Lauritsen Cabin	SEW-152	Federal/Private	
Michaelson Cabin	SEW-153	Federal/Private	
Saxon Camp	SEW-149	Federal	
Wyble Cabins	SEW-000	Federal	
Wingdam Canyon Creek	SEW-036	Federal	
Bruhn-Ray Mine	SEW-197	Federal/Private	
Cowdit Cabin	SEW-000	Federal/Private	
Geneva Peterson Rec. Residence	SEW-000	Federal/Private	
Bird Creek Roadhouse	SEW-000		
Indian Roadhouse	SEW-000		
Forks	SEW-000		
Whittier	SEW-000	Local Government	
Crow Creek Mining Company	SEW-000	Private	

TABLE 9 (Continued)

<u>Site Name</u>	<u>Alaska Historic Resources Survey (AHRS)</u>	<u>Ownership</u>	<u>Management Category</u>
Monarch Mine	SEW-000	Federal	
Rainbow	SEW-000	Federal	
Potter Station	SEW-127	Municipality of Anchorage	
Johnson's Roadhouse	ANC-000		
Crow Creek Roadhouse	ANC-000	Alaska	
Raven Creek Roadhouse	ANC-000	Alaska	
Anchorage Historic District	ANC-081	Municipality of Anchorage	
Eagle River Roadhouse	ANC-076		
Knik Historic Site	ANC-003	Mat-Su Borough	1
Little Susitna Roadhouse	TYO-017	Alaska	
Susitna Station	TYO-018	Alaska/Private	
Alexander Roadhouse	TYO-019	Alaska/Private	
Lakeview Roadhouse	TYO-020	Alaska	
Old Skwentna Roadhouse	TYO-021		
Mountain Climber Roadhouse	TYO-022	Alaska	
Happy River Roadhouse	TYO-023	Alaska	
Pontella Cabin	TYO-000	Alaska	
Pass Creek Roadhouse	TAL-010	Alaska	
<u>Rainy Pass to Kaltag</u>			
Rainy Pass Cabin	McG-007	Federal	1
Dalzell Cabin	McG-003		2
Rohn River Site (#1, 2, 3, 4)	McG-007	Federal	1
Pioneer Roadhouse (#1, 2, 3, 4)	McG-009	Federal	1
Morgan's Roadhouse	McG-010		
Peluk Roadhouse	McG-011		3
Sullivan Roadhouse	McG-014		3
Bear Creek	McG-012		3
Salmon River Roadhouse	McG-013		3
Pitka Fork Cabin	McG-018		2
Big River Roadhouse	McG-015		3
Grayling Creek	McG-000		3
Boerner City	McG-000		2

TABLE 9 (Continued)

Site Name	Alaska Historic Resources Survey (AHRS)	Ownership	Management Category
Eide's Roadhouse	McG-000		2
Takotna Townsite	IDT-008		
Smith's Roadhouse	McG-016		
Old McGrath	McG-001	Private	1
McGrath	McG-000		
Big Creek Roadhouse	IDT-007		
Native Site	IDT-017		3
Halfway House	IDT-015		3
Lincoln Creek Roadhouse	IDT-011		3
Moore Creek Camp	IDT-012		3
Mrs. Perry's Roadhouse	IDT-000		3
Summit Relief Cabin	IDT-021		3
Moore Creek Halfway	IDT-000		2
Ruby Creek #2	IDT-022		3
Ruby Creek #3	IDT-022		3
ARC Relief Cabin	IDT-000		3
Ruby Creek #1	IDT-022		3
Moose Creek Cabin	IDT-018		3
Discovery	IDT-004		
Otter	IDT-000	Federal/State/Private	1
Flat	IDT-005	Federal/State/Private	1
Summit Roadhouse	IDT-000	Federal/State/Private	1
Iditarod	IDT-001	Federal/State/Private	1
Richmond's Roadhouse	IDT-000		
Whitacker Cabin	IDT-000		3
Iditarod-Flat Tramway	IDT-000		
Shermeier's Roadhouse	IDT-010		3
First Chance Shelter	IDT-019		3
Fritz's Roadhouse	IDT-009		3
ARC Relief Cabin	IDT-009		2
Reindeer Cabin	IDT-015		3
Cabin Ruins	OPH-000		3
Brown Creek Cabin	OPH-014		3

TABLE 9 (Continued)

<u>Site Name</u>	<u>Alaska Historic Resources Survey (AHRS)</u>	<u>Ownership</u>	<u>Management Category</u>
McCarthy's Roadhouse	OPH-000		3
Dikeman	IDT-003		3
Cut-Off Roadhouse	OPH-000	Federal	
Lovell's Roadhouse	OPH-000	Federal	
Slim's Roadhouse	OPH-000	Federal	
Dishkakat Site	OPH-004	Federal/Private	
Yankee Creek Roadhouse	OPH-015		
Matamute Roadhouse	IDT-016		
Bonanza Cabin	IDT-000		
Fourth of July Cabin	IDT-000		
ARC Cabin	IDT-000		
Ganes Creek Mine	OPH-001		
Moore City	IDT-006		
Hill's Place	OPH-000		
Spruce Creek	OPH-000		
Yankee Creek ARC Shelter	OPH-017		
Ophir (Community)	OPH-005		
Lincoln Creek ARC Cabin	IDT-023		
Duffy Riley Cabin	IDT-000		
Willow Creek Mining District	IDT-000		
Reindeer Cabin	IDT-000		
Willow Creek Cabin (Twitchell's)	IDT-000		
Brush Creek Cabin	IDT-025		
Boxcar Roadhouse	OPH-006		
Oregon City	OPH-000		
Boob Creek	OPH-016		
Mt. Hurst Cabin	OPH-013		
Mt. Hurst Summit Roadhouse	OPH-007		
Tolstoi	OPH-008		
All-Right Roadhouse	NUL-000		
Lake Shore Roadhouse	NUL-000		
Slough Roadhouse	NUL-000		
Cooper's Roadhouse	OPH-010		

TABLE 9 (Continued)

<u>Site Name</u>	<u>Alaska Historic Resources Survey (AHRs)</u>	<u>Ownership</u>	<u>Management Category</u>
Madison Creek	OPH-011		
Detna Roadhouse	OPH-013		
<u>Ruby Trail</u>			
Cabin #1			
Cabin #2			
Cabin #3			
Cripple Landing	OPH-003		
Davenport Cabin			
Lone Jim ARC Cabin			
Folger			
Hogan's Relief Cabin			
Silver Creek Relief Cabin			
Placerville			
Poorman			
Sulatna Crossing Roadhouse	RUB-000		
Cabin Ruins	RUB-000		
Long	RUB-000		
Hub Roadhouse	RUB-000		
14-Mile Roadhouse	RUB-000		
Boston Roadhouse	RUB-000		
Poss. Roadhouse Site	RUB-000		
Ruby	RUB-000		
Ruby Roadhouse	RUB-000	Private	
Lewis Landing	RUB-000		
Nulato	NUL-007		
<u>Kaltag to Nome</u>			
Kaltag	NUL-003		
ARC Shelter Cabin	NUL-000		
22-Mile Cabin	NOB-003		
10-Mile Cabin	NOB-033		
Old Woman Cabin, Mountain	NOB-034		

TABLE 9 (Continued)

<u>Site Name</u>	<u>Alaska Historic Resources Survey (AHRS)</u>	<u>Ownership</u>	<u>Management Category</u>
Whaleback Cabin	UKT-026		
Eaton's	UKT-000		
Unalakleet	UKT-004		
Egavik	NOB-006/NOB-027		
Foothills's Roadhouse	NOB-011		
Bonanza Roadhouse	NOB-029		
Shaktoolik Roadhouse	NOB-028		
Ungalik Roadhouse	NOB-000		
Koyuk-Big Sam Roadhouse	NOB-004		
Nussuk's Roadhouse	NOB-030		
Issac's Point	NOB-010		
Kwik Site	NOB-007		
Moses Point	SOL-025		
Iron Creek	SOL-016		
Elim	SOL-039		
Kelktalik	SOL-017		
Walla Walla Roadhouse	SOL-026		
Portage Roadhouse	SOL-027		
Summit Cabin	SOL-000		
McKinley Creek Relief Cabin	SOL-000		
Dexter Trading Post	SOL-009		
Chekuk Relief Cabin	SOL-000		
Bluff Mining Comm.	SOL-021		
Topkok Roadhouse	SOL-028		
Taylor Lagoon Roadhouse	SOL-000		
Solomon Creek Railroad	SOL-032		
Cape Nome Army Post	SOL-022		
Chiukak	SOL-012		
Solomon Roadhouse	SOL-031		
Dickson	SOL-003		
Solomon Townsite	SOL-020	Local Government	1
Port Safety Roadhouse	SOL-023		
Cape Nome Roadhouse	NOM-010/SOL-069	Private	1

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TABLE 9 (Continued)

<u>Site Name</u>	<u>Alaska Historic Resources Survey (AHRS)</u>	<u>Ownership</u>	<u>Management Category</u>
Hasting Creek Roadhouse Nome	NOM-011 NOM-000	Local Government	1

# MANAGEMENT RECOMMENDATIONS

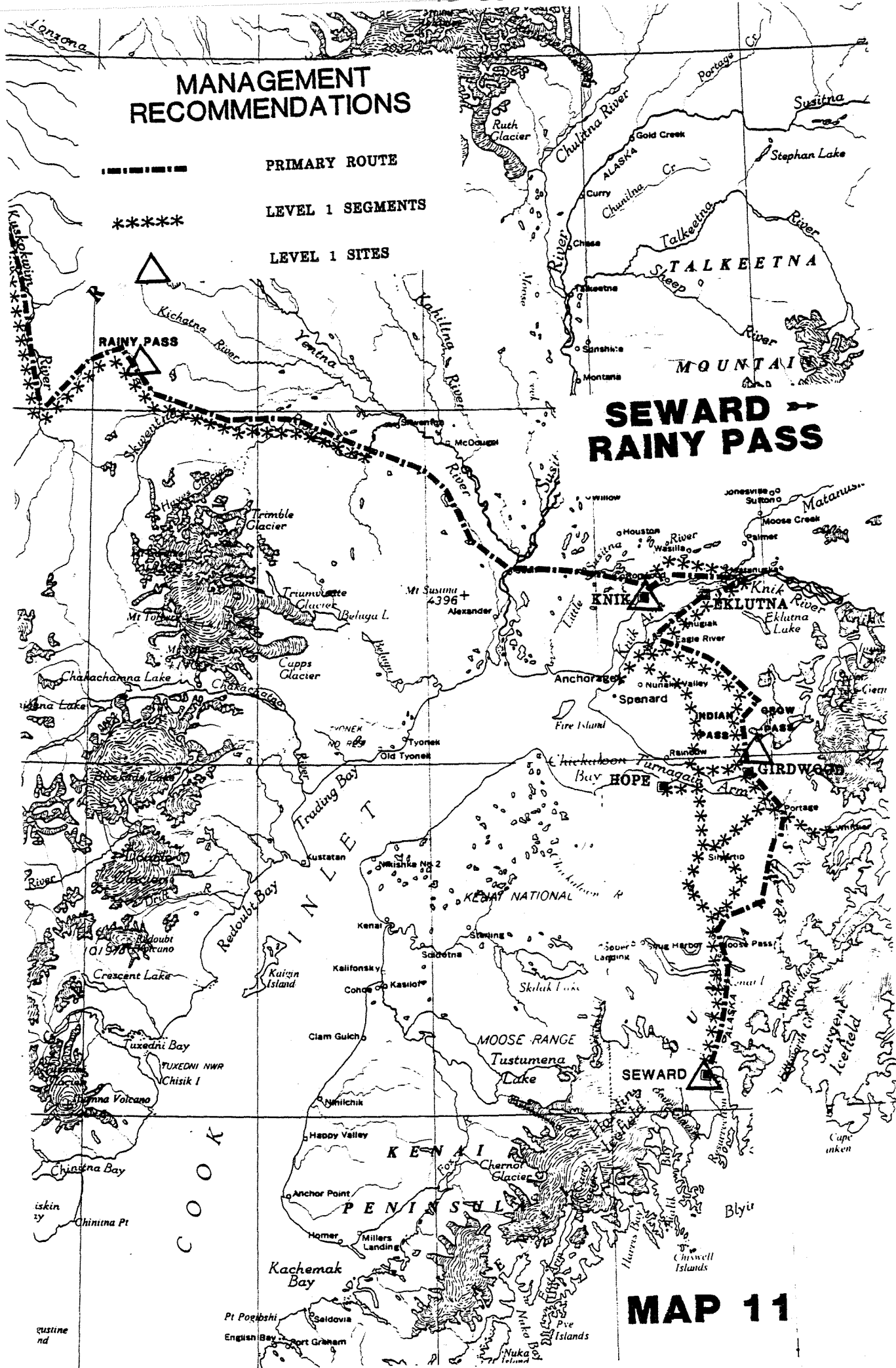
PRIMARY ROUTE

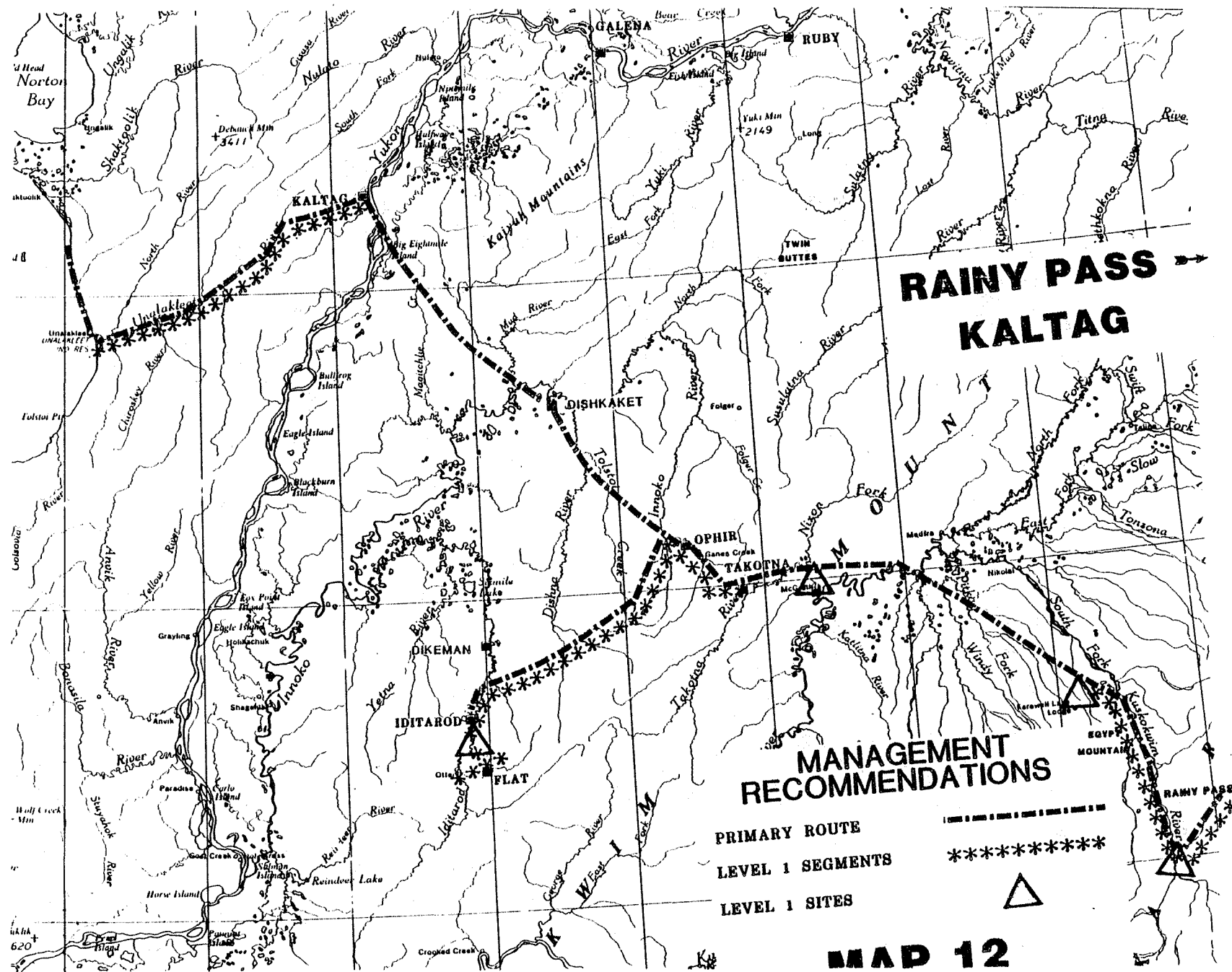
LEVEL 1 SEGMENTS

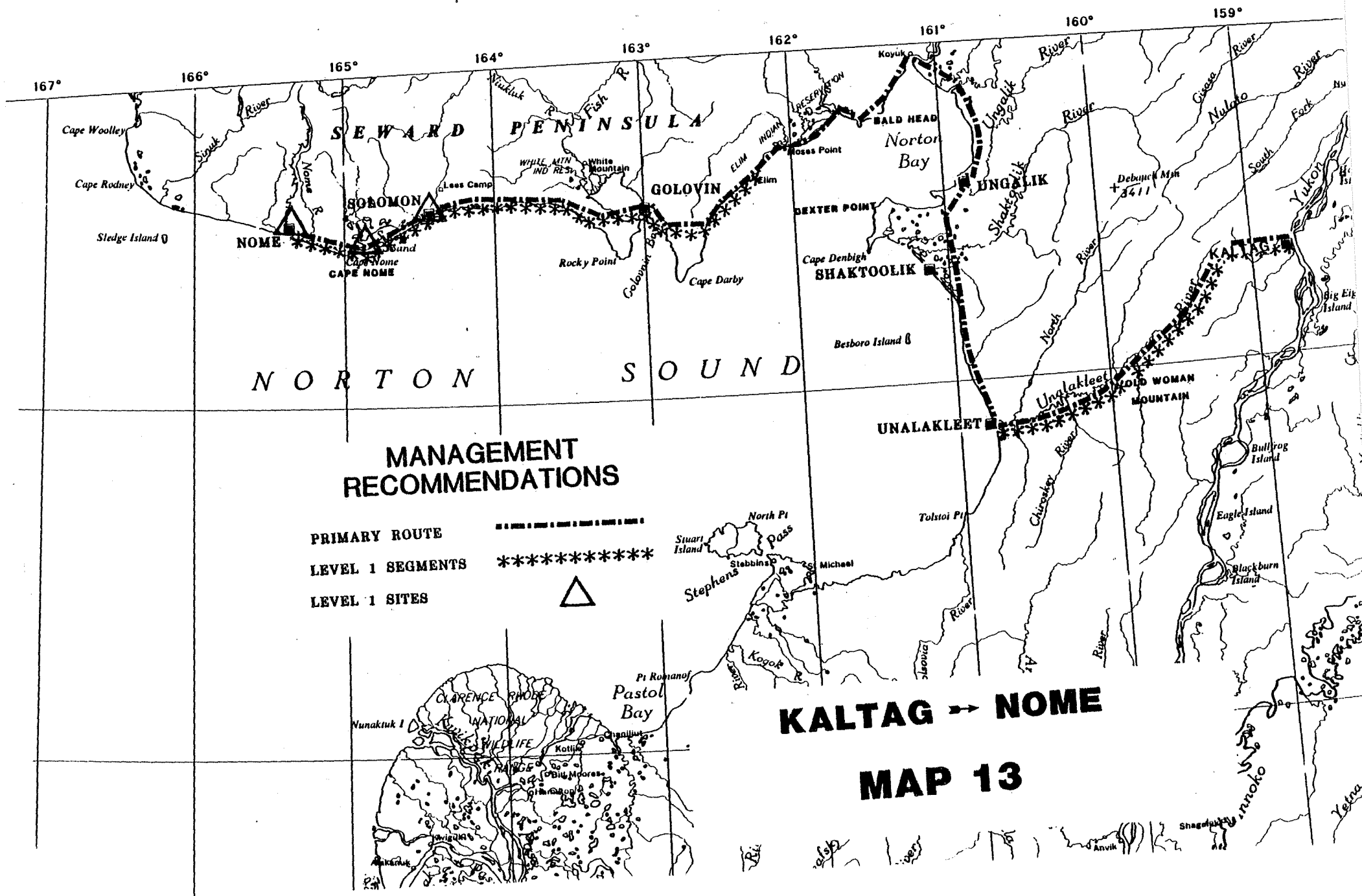
LEVEL 1 SITES

## SEWARD RAINY PASS

### MAP 11







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TABLE 10

## MANAGEMENT RESPONSIBILITY

PRIMARY ROUTE			FEDERAL				STATE				LOCAL GOV'T			PRIVATE			
	Segment	TOTAL MILES	MANAGE. LEVEL	RR R/W (ARR)	USFS	BLM	US ARMY	USFWS	AK SELECTED	PATENTED TA'd	HIGHWAY SYSTEM	AK WATERWAYS	CITY	MUNICIPALITY	BOROUGH	NO PUBLIC R/W	FED. EASEMENT
Seward to Moose Pass	30	1	28										2				
Moose Pass to Portage	36	2	36														
Portage to Indian	23	1	23														
Girdwood to Eagle River	36	1		7					5	9	15						
Indian to Ship Creek	24	1					5		12	7							
Ship Creek to Knik	48	1							5		30	12			1	2	
Knik to Susitna River	30	2							3	11					11	3	
Susitna River to Old Skwentna	38	2							38								
Old Skwentna to Rainy Pass	70	1							48	22							
Rainy Pass to Farewell	35	1				1			34								
Farewell to Big River Roadhouse	56	2				30			4	10							12
Big River Roadhouse to McGrath	22	2				6			2								14
McGrath to Takotna	17	2															17
Takotna to Ophir	18	1									18						
Ophir to Iditarod	74	1						11	15	48							
Ophir to Kaltag	90	2						52	14	7						17	
Kaltag to Unalakleet	81	1				49											32
Unalakleet to Elim	102	2									30					13	59
Elim to Solomon	73	1						13	22							2	36
Solomon to Nome	33	1									33						

TABLE 11  
MANAGEMENT RESPONSIBILITY

Segment	TOTAL MILES	MANAGE. LEVEL	RR R/W (ARR)	FEDERAL				STATE			LOCAL GOV'T			PRIVATE		
				USFS	BLM	US ARMY	USFWS	AK SELECTED	PATENTED TA'd	HIGHWAY SYSTEM	AK WATERWAYS	CITY	MUNICIPALITY	BOROUGH	NO PUBLIC R/W	FED. EASEMENT
Moose Pass Military	27	1								27						
Johnson Pass/Sunrise Mil. Roadhouse	41	1		19						22						
Granite/Ingram Creek	13	1		2						11						
Portage Pass Trail	13	1		10						2		1				
Anchorage to Fort Richardson	14	1				6							8			
Susitna to Nancy	22	2							22							
Ophir to Ruby (Winter)	151	2						93		58						
Nicolai to Big River	20	2			6			4								10
Takotna to Iditarod	88	2			6			1	43	10						19
Ruby to Kaltag	143	2									143					
Ungalik to Baldhead	50	2			13										25	22
Portage Roadhouse	17	2						5			3				9	

TABLE 12

## MANAGEMENT RESPONSIBILITY

CONNECTING TRAILS LEVEL 3		FEDERAL						STATE			LOCAL GOV'T			PRIVATE		
Segment	TOTAL MILES	MANAGE. LEVEL	RR R/W (ARR)	USFS	BLM	US ARMY	USFWS	AK SELECTED	PATENTED TA'd	HIGHWAY SYSTEM	AK WATERWAYS	CITY	MUNICIPALITY	BOROUGH	NO PUBLIC R/W	FED. EASEMENT
Turnagain Arm Trail	17															
Billings Creek/Glacier River	18															
Indian to Nancy	120															
Potter Trail	28															
Susitna to Old Skwentna (Yentna River)	45															
Rainy Pass to Rohn (Ptarmigan)	75															
Farewell to Bear Creek	31															
Salmon River to McGrath (NCC)	33															
Big River to Takotna (ARC)	36															
Farewell to Nicholai	45															
Ganes Creek to Flat	72															
Dikeman Cutoff	67															
American Creek to Lewis Landing	107															
Cripple Landing to Folger	12															
Magitchlie Creek to Nulato	51															
Golovin to Topkok	36															

NOTE: Landowner mileages not calculated for Level 3 segments

NOTE: Landowner mileages not calculated  
for Level 3 segments

B. MANAGEMENT RECOMMENDATIONS

1. Level 1 - Priority Management and Protection

Approximately 200 historic sites and over 2,300 miles of trail have been identified during the course of this study.

At the time of this draft, only about half of the historic sites have been rated for historic significance, condition, and management potential. Land status determination is currently being conducted on all sites but was not completed for this draft. Table 9 indicates tentative management categories assigned to identified historic sites. Table 13 gives details on specific actions for sites recommended for Level 1 management.

Though all segments have not received the thorough historical, recreational, and visual resource evaluations, tentative recommendations have been made for each segment previously identified for the purpose of draft review. Management category recommendations for trail segments are proposed on Tables 10, 11, and 12. Table 14 gives details on specific actions for segments recommended for Level 1 management.

Agencies and individuals reviewing this draft are particularly requested to alert the Iditarod Project Office about sites or segments which have been omitted or have historical or legal information recorded in error. Appendix B gives detailed information on historic sites which have been inventories and evaluated.

Specific guidelines for the management of Level 1, 2, and 3 sites and segments are proposed.

a. Level 1 Segments

Active preservation and protection on federal land, a minimum of 1,000 feet of right-of-way will be established and the historic trail will be uniformly marked for Level 1 segments. These segments will be nominated to the National Register of Historic Places.

On federal railroad right-of-way, the trail will be uniformly marked at intersections with other public travel routes. The Alaska Railroad will incorporate National Historic Trail themes into displays, publications, and other visitor information wherever appropriate. No active historic trail management of the railroad right-of-way is recommended, although excellent interpretation opportunities exist for adjacent landowners.

On federal easements through native lands, the existing easement which overlies or most closely parallels the historic route will be recognized and uniformly marked as the historic route. No additional easement restrictions or width will be negotiated unless special circumstances warrant the entering into a cooperative agreement between the federal government and the native regional or village corporation.

On state patented or tentatively approved lands under the Alaska Statehood Act, the establishing of a minimum of a 1,000-foot right-of-way is recommended. The historic route should be uniformly marked. Segments should be recommended for nomination to the National Register of Historic Places. Cooperative management agreements will be encouraged and pursued between the State of Alaska and the federal government.

On state highways, the existing right-of-way width should be retained and the route should be uniformly marked. The Department of Transportation and Department of Natural Resources should utilize pullouts and signing and other visitor attractions under the state's jurisdiction for interpretive facilities. Cooperative agreements can be entered into between the State of Alaska and the federal

government. No nomination to the National Register of Historic Places is recommended for segments overlain with highways. Signs and interpretive exhibits along these rights-of-way may be provided through cooperative agreements with the Trail Coordinator's Office.

On local government land (cities, municipalities, and boroughs), the historic trail right-of-way of 1,000 feet should be established through undeveloped areas. Existing trails, roads, and highways should be marked where historic routes transect developed areas. These routes should be uniformly marked and may be nominated to the National Register of Historic Places. Cooperative management agreements should be consummated between local governments and the federal government.

On privately owned lands where no public right-of-way or easement exists, cooperative agreements can be consummated with the federal government allowing the public use of the historic route. In the event private landowners reject public use of the historic route, alternate routes will be explored. Private lands may be marked with uniform markers and nominated to the National Register of Historic Places. Private landowners who wish to have their segments certified for inclusions in the National Trails System may do so based on criteria which will be developed later. Generally, all Level 1 sites and segments will be eligible for such certification as provided for in the National Trails System Act.

No private land is recommended for acquisition by the federal government, with the exception of the 1½ miles of private land in Knik which connects the road system with the historic trail system. The Bureau of Outdoor Recreation in 1977 also recommended this acquisition as found in their report to Congress. A 300-foot wide fee simple purchase or an adequate easement of this access point should be consummated or an exchange for other unappropriated federal lands should be pursued.

b. Level 1 Sites

Every effort will be made to actively manage and preserve those sites within the Level 1 category through:

- a. Complete documentation of the historic and cultural resources through established architectural and archeological procedures.
- b. Protection of all sites from disturbance due to natural and man-made causes in accordance with established federal and state procedures.
- c. Stabilization, restoration, and reconstruction (in support of recreation activities) of existing historic fabric and site setting.
- d. Identification and location of adequate easements for protection of access and visual integrity.
- e. Use of interpretive exhibits and signing to inform the visitor of the role that this site played in the history of the trail.

Recommendations for separate funding to stabilize, restore, or interpret Level 1 sites are found in Table 14.

2. Level 2 - Secondary Management

a. Level 2 Segments

On Level 2 segments, the management intent is to preserve public access to the historic route or a route closely paralleling the historic route. Level 2 status will provide the public with access to and between Level 1 segments. Level 2 segments are not recommended for nomination to the National Register of Historic Places.

On federal lands, a 100-foot to 1,000-foot right-of-way will be established and the historic trail will be uniformly marked. The rights-of-way width would depend on vegetative screening, topography, and adjacent scenic areas.

On the federal railroad right-of-way, no active management is recommended other than providing interpretive information relating to the history of the route for railroad users.

On federal easements through native lands, the existing easement which overlies or most closely parallels the historic route will be recognized and uniformly marked as the historic route.

On state patented or tentatively approved lands, a 100-foot to 1,000-foot right-of-way is recommended. The historic route should be uniformly marked. The width of the rights-of-way would depend on the topography and vegetation of the area.

On state highway rights-of-way, the route will be uniformly marked. Additionally, interpretive or visitor facilities may be constructed at the discretion of the State of Alaska.

On local government land (cities, boroughs, municipalities), a 100-foot to 1,000-foot right-of-way is recommended. The route should be uniformly marked.

On privately owned land, cooperating landowners may provide access by entering into agreements with the federal government. A 25-foot standard width is recommended. Uniform markers will be provided to cooperating landowners.

b. Level 2 Sites

Since all historic resources cannot demand the same level of management and preservation as those in Level 1, sites categorized into Level 2 will be preserved to the extent that funds and resources are

available. Funding for Level 2 site development would be at the discretion of the individual land manager. Funding is recommended in Section VI to provide interpretive signing for all Level 2 sites.

In all cases, active site protection should be undertaken by the landowner to mitigate disturbance and destruction of these sites. Privately owned structures may be nominated to the National Register of Historic Places by the landowner. The INHT will assist in the nomination process.

Stabilization, restoration, or reconstruction may take place at specific sites in support of recreational activities. An example would be the construction of a relief cabin constructed in support of the Iditarod Race or for intra-village travel.

Recordation and site documentation would continue in support of continuing trail documentation or interpretation.

### 3. Level 3 - No Historic Trail Management

#### a. Level 3 Segments

No active management of the segments in this management category is intended.

On federal lands or federal railroad rights-of-way, no special designation or trail marking will take place at this time. Future marking of these segments may occur as funding permits. Historical information in regard to location and use at the historic routes will be maintained by the Iditarod National Historic Trail Office.

On state and local government lands, no special designation or trail marking is recommended at this time. Historical information in regard to the location and use of the historic routes will be maintained by the Iditarod National Historic Trail Office.

On privately managed land, no actions are recommended at this time.

In the event that Level 1 and 2 segments become adequately protected and marked, reconsideration of Level 3 segments should take place by the Iditarod Trail Office and landowners.

b. Level 3 Sites

On public lands, adequate site protection would be afforded these sites in accordance with established federal and state regulations. Signing to protect and interpret the remaining historic remnants will be provided as funding may permit.

On private lands, historic sites or structures may be nominated by the landowner for inclusion into the National Trails System or provided for in the enabling legislation.

4. Certification of Nonfederal Trail Segments for Inclusion into the National Trails System

A criteria is being developed whereby nonfederal segments, upon application by the nonfederal landowner, may be certified by the Secretary of the Interior for inclusion into the National Trails System. Section 3 of the National Trails System Act allows for this.

Application can be submitted through the Trail Coordinator (see Section VI) whereby this nonfederal segment may be certified for inclusion as a part of the Iditarod National Historic Trail. While all Level 1 sites or segments are eligible for certification, any nonfederal landowner may apply for certification. If such sites or segments are certified as a part of the National Trails System, certain benefits are available to the landowner.

1) Cooperative agreements may be entered into with the federal government for the restoration, management, and maintenance of that segment or site.

2) Funding may be made available through the Land and Water Conservation Fund (LWCF) as a grant-in-aid to maintain that section of the trail.

3) Such inclusion as a significant site or segment may lend credence and support for application for inclusion into the National Register of Historic Places which allows for funding for historic sites or areas.

4) Exchanges may be consummated whereby unappropriated federal lands may be exchanged for certified sites or segments.

A further discussion of the certification of nonfederal sites and segments for inclusion as a part of the Iditarod National Trails System will be found in the final plan.

5. National Register of Historic Places

The National Register of Historic Places is a list of districts, buildings, structures, sites, or objects that are at least 50 years old, considered to be of local, state, or national significance and worth saving.

Listing in the National Register means that the federal government and the State of Alaska recognizes the property as a cultural resource. Therefore, there are certain restrictions on how the federal government can use federal tax dollars or licenses to affect it. Such properties are eligible for federal grants-in-aid for restoration and rehabilitation. Owners of certain income producing properties may also take advantage of tax benefits if they rehabilitate the properties. Listing in the National Register does not mean that the federal government wants to buy the property or place restrictions on the way the owner uses it or chooses to alter it with nonfederal funds.

This management plan identifies historic sites and trail segments which deserve immediate nomination to the National Register (Level 1 sites and segments) and historic sites should be nominated once priority sites are nominated (Level 2 sites). Landowners, however, may nominate any historic district, site, or structure at any time. The Iditarod National Historic Trail Office will assist landowners in the formal nomination of historic sites. The nomination will be sent to the State Historic Preservation Officer for processing.

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TABLE 13

PRELIMINARY RECOMMENDATIONS  
PRIORITY (LEVEL 1) MANAGEMENT  
SEGMENTS

SEGMENT LOCATION	PRIMARY OWNERSHIP	RECOMMENDATIONS	DOLLARS (\$)
Seward/Johnson Pass/ Sunrise/Hope	USFS	Provide interpretive signing along highway and at trailheads; Brochures for interpretation; Preserve adequate R/W; Trail Markers.	
Portage Pass Trail	USFS	Provide interpretive signing and displays at Portage Glacier Information Center; Brochures for interpretation; Trailhead construction; Preserve adequate R/W; Trail markers.	
Seward to Girdwood	State R/W	Enter into cooperative agree- with State Department of High- ways to provide interpretive signing and pull-offs.	
Anchorage to Wasilla	State/Private	Enter into cooperative agree- ment with State Dept. of High- ways for interpretive signing; Historic display at Anchorage.	
Crow Pass to Eagle River Road Traverse	USFS/State	Interpretive signing at both trailheads; Trail markers in- stalled; Trail reconstruction (Crow Pass to Eagle River Road); Cooperative agreement with State Division of Parks (certification of segment for National Trails status).	

Reserved

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TABLE 13

PRELIMINARY RECOMMENDATIONS  
 PRIORITY (LEVEL 1) MANAGEMENT  
 SEGMENTS (CON'T)

SEGMENT LOCATION	PRIMARY OWNERSHIP	RECOMMENDATIONS	DOLLARS (\$)
Indian to Ship Creek Traverse	State	Interpretive signing at trail- heads; Trail markers installed; Trail Reconstruction; Cooper- ative agreement with State Div. of Parks (certification of seg- ment for National Trail status).	
Skwentna to Happy River	State	Mark/clear trail; Maintain trail under cooperative agree- ments; (certification of seg- ment for National Trail status)	
Happy River to Pioneer Roadhouse	BLM	Mark/clear trail; reconstruct summer hiking route; maintain airstrip at Rainy Pass, Rohn River and Fareweel Lake. Re- tain R/W in public ownership along entire segment; Coopera- tive management agreement in State of Alaska.	
Takotna to Iditarod (Hunter Trail)	BLM/State	Mark trail; interpretive sign- ing at Takotna.	
Kaltag to Unalakleet (Kaltag Portage)	BLM	Maintain easement across pri- vate land; Reserve R/W to en- compass entire valley; Mark/ clear trail; Interpretive signing at Kaltag & Unalakleet.	

Reserved

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TABLE 13

PRELIMINARY RECOMMENDATIONS  
PRIORITY (LEVEL 1) MANAGEMENT  
SEGMENTS (CON'T)

SEGMENT LOCATION	PRIMARY OWNERSHIP	RECOMMENDATIONS	DOLLARS (\$)
Elim to Nome	Private/State	Enter in cooperative agreement; Maintain R/W; Locate and mark trail; Interpretive signing at villages.	Reserved

TABLE 14  
PRELIMINARY RECOMMENDATIONS  
PRIORITY (LEVEL 1) MANAGEMENT  
SITES

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SITE	LOCATION	PRIMARY OWNERSHIP	APPROX. SIZE	RECOMMENDATION	DOLLARS (\$)
Alaska Railroad Depot	Seward	Alaska Railroad	1 acre	Interpretive signing and displays.	
Crow Creek Mine	Girdwood	Private	140 acres	No acquisition needed (Nat'l Register property). Interpretive signing by USFS (with owner's permission). USFS maintain year round access to mine; (snow-removal).	
Knik Townsite and Trailhead	Knik	Private	Townsite = 1 ac. Trailhead = 1.5 mi.	Townsite: No acquisition needed (Nat'l Register site). Private fire-proofing for museum to store artifacts under cooperative agreements; Interpretive signing; Trailhead: Purchase 1.5 acres for trailhead access and parking; signing.	
Rainy Pass Relief Cabin	Rainy Pass	BLM	1 acre	Possible reconstruction of shelter cabin at old cabin site; Interpretive signing; No acquisition needed.	
Rohn Roadhouse	South Fork of Kuskokwim River	Federal Withdrawal	40 acres	Restoration/stabilization; Interpretive signing; no acquisition needed.	
Pioneer Roadhouse	Near Farewell Lake	Native Historic Site (application pending). Interim: BLM.	2 acres	Cooperative agreement (within R/W) for management & restoration/stabilization; Interpretive signing.	
Old McGrath Townsite	Across river from present McGrath Townsite	Private	20 acres	No acquisition; Interpretive signing; recordation.	
Iditarod District (Flat, Iditarod, Otter Landing, Discovery)	Iditarod/Flat	State/Private	1000 acres	No acquisition; encourage Nat'l Register Nomin; cooperative agreements with landowners; interpretive signing; recordation & inventory; improve roads.	
Solomon Townsite	Solomon	Private	5 acres	Recordation; Interpretive exhibits.	
Cape Nome Roadhouse	East of Nome	Private	1 acre	No acquisition needed if cooperative agreement reached; restoration; interpretation; already a Nat'l Register Site	
Nome District	Nome	City/Private	1000 acres	Interpretive signing/displays.	

- REJECTED -

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**VI. THE MANAGEMENT PROGRAM**

A. MANAGEMENT PHILOSOPHY

The Iditarod Trail was originally constructed by the U.S. Alaska Road Commission (ARC) to provide a safe and sure way for early travelers to cross the wilds of Alaska. Though it was the U.S. Government who undertook the construction and maintenance of these gold rush trails, it was those who lived in the communities and traveled along the length of the trail that "managed" the route. Those pioneers could not always wait for yearly maintenance trips by the ARC to correct maintenance and marking problems. Citizens who depended on the trail were often the ones who reset tripods, repaired and cleared roadways for wagon, sled, and foot travel, constructed roadhouses, and occasionally constructed better routes when the government route proved inefficient.

In considering possible management approaches for a 2,300-mile trail system which crosses various federal, state, local, and private land holdings, a cooperative management system similar to those early days seems most appropriate. Though the federal and state government may take the lead in the original marking and reconstruction of the important segments of the historic route, it should be the individual and organized trail users who can best keep the historic Iditarod as a viable transportation link and recreation and cultural resource in Alaska.

Private management of federally designated trails is by no means a new or unique concept. The Appalachian Trail Conference, a nonprofit organization, initially determined the route and coordinated the work of the clubs and individuals who made the 2,100-mile Appalachian National Scenic Trail a reality. Based on the concept of stewardship, those trail enthusiasts who use and support this national trail have entered into a working partnership with the federal government to protect and care for the Appalachian Trail. The responsibilities of trail and shelter maintenance and the construction, patrolling, and publishing of trail information are taken on by the private management organization.

Such an organization is envisioned for similar management responsibilities along the Iditarod National Historic Trail. Through cooperative agreements, the federal, state, local, and private landowners and interest groups and the private management organization can work harmoniously in the management and protection of this historically significant trail.

B. MANAGEMENT ROLES AND RESPONSIBILITIES

1. Federal Land Management Agencies

The Bureau of Land Management, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the U.S. Army, and the Alaska Railroad automatically became management partners when the Iditarod became a National Historic Trail. The management of the trail ultimately remains the responsibility of the federal land manager across land the trail passes.

Using the Iditarod National Historic Trail Comprehensive Management Plan as a management guideline, the federal land management agencies will ensure the specific objectives and practices are observed in the management of the trail. Coordination between federal agencies and other nonfederal landowners entering into cooperative agreements will be facilitated through a Trail Coordinator. Any actions which may be contrary to the management intent of the trail or any actions which may compromise the historic integrity of the trail shall be discussed with the Trail Coordinator and the Advisory Council prior to implementation.

2. Trail Coordinator

The federal Trail Coordinator has the responsibilities to coordinate the overall management of the Iditarod National Historic Trail, which include:

- a. The initial signing and clearing of all trail segments in management categories Level 1 and 2.
- b. The preparation of conceptual plans for the protection, interpretation, and management of historic sites in management category Level 1.
- c. The preparation of cooperative agreements identified in this management plan.

- d. The promulgation and issuance of regulations which have general application along the Iditarod.
- e. The coordinating of permitting efforts for commercial/competitive events on federal lands.
- f. The reviewing of applications for certification by the Secretary of Levels 1 and 2, sites and segments, and forwarding them to the Secretary with analyses and recommendations.
- g. The acquisition of lands or interest in lands identified in this management plan.
- h. The assuring that Congressionally appropriate monies for trail management is properly spent.
- i. The coordinating and performance of basic historical research and archeological excavation relating to the Iditarod National Historic Trail.
- j. The relocation of the Level 1 and Level 2 primary and connecting routes by publication if subsequent research or management needs indicate relocation is justified.
- k. The establishment of an exhibit and information outlet in the Anchorage Federal Information Center (in accordance with ANILCA, Section 1305).
- l. The establishment of interpretation centers at Seward, Nome, and Knik vicinities.
- m. The acting as liaison between the land managers, the private trail organization, and the trail users.
- n. The publishing of standard practices to be observed in trail and site maintenance (marking procedures, trail shelters, applications, clearing standards, etc.).

### 3. The Private Management Organization

The "Iditarod Trail Blazers" is an organization formed to promote the location, clearing, signing, and use of the historic Iditarod Trail. This private, nonprofit organization, made up of people with varied historical and recreational interests, has volunteered to take on a major part of the implementation of this management plan.

Through cooperative agreements, the Iditarod Trail Blazers will assume the responsibilities of:

- a. Coordinating the volunteer services of individuals and member clubs to assist in fulfilling the goals and objectives of this plan.
- b. Assisting the federal and cooperating land managers in the signing and marking of trail segments in management categories 1 and 2.
- c. Assisting the federal and cooperating land managers in the construction and maintenance of approved trail shelters.
- d. Assisting the land managers in the identification of visitor use or resource related problems.
- e. Assisting the Trail Coordinator in the manning of a seasonal office and interpretive center near Knik, Alaska.

4. Nonfederal Landowners and Managers

State, city, municipal, or borough land managers or private landowners responsible for trail segments in management categories 1 or 2 or historic sites identified in this management plan are encouraged to enter into cooperative agreements with the federal government.

Cooperative agreements will define actions which shall be consistent with the management on a segment by segment or site by site basis. The agreements will cover one or more of the following areas: public access, National Register nominations, Certification for Inclusion into the National Trail System, interpretive programs, and federal revenues or incentives for actions taken on historic and nonfederally owned properties.

5. Advisory Council

The Secretary of the Interior has appointed an advisory council for the purpose of consultation with respect to matters relating to the trail, including the selection of rights-of-way, standards for the erection and maintenance of markers, and the administration of the trail. This advisory council will review the management plan prior to submission to Congress. The council's critique and advise will be given to the Bureau of Land Management. The present Advisory Council membership is shown in Section II-c. Each member shall serve for two years. The Advisory Council is established for a period of ten years.

6. Options for Management

The Bureau of Land Management was designated by the Secretary of the Interior as the overall Trail Coordinator, presumably for both the planning and future management of the trail. While this delegation was appropriate at that time, it would be prudent, in this draft plan, to analyze and ultimately recommend to Congress which organization could best coordinate the management of this two thousand plus mile trail system.

a. Bureau of Land Management

The Alaska State Director has determined that if BLM becomes the overall Trail Coordinator, the main headquarters for the National Trail Office would be in Anchorage rather than Knik. This office will be open year round. A seasonal facility, opened only during the summer, may be located near Knik, but the Trail Coordinator will only operate from the Anchorage location. The Knik location, if operated, would be staffed by summer seasonal personnel.

This concept, therefore, is one of generating cooperative management with the land managing agencies to bring about an overall trail management program rather than BLM being the trail manager. Much of

the work would be done through the Forest Service and State of Alaska who both have major offices in Anchorage.

Under this concept, it is not certain what the role of the Iditarod Trail Blazers would be. It would be unlikely that they would share joint year-round facilities with the BLM's Trail Coordinator's Office proposed elsewhere in the plan.

#### Advantages

The Bureau of Land Management (BLM) has been involved in inventories and research specific to the historic Iditarod route for more than a decade. While individual agencies perhaps have more specific knowledge of certain segments of the trail (i.e., U.S. Forest Service), the BLM has more overall knowledge of the entire historic trail system than does any other entity.

Further, as the overall coordinator of the management plan, the BLM established a project office and hired a staff whose exclusive responsibilities for more than two years included the location, inventory, and recommendations for the future management of the Iditarod National Historic Trail.

#### Disadvantages

Though the Bureau of Land Management has a long history in researching and planning for the Iditarod National Historic Trail, the BLM has had little experience in the actual management of long-distance trails. As a "multiple use" agency, budgeting is subject to the demands of the other multiple uses, including other cultural resources on BLM managed lands. Whereas the Oregon, Lewis and Clark, and Mormon Pioneer Trails will be managed as units in the National Park Service, the Bureau's budgetary system may not be able to support the management of a National Historic Trail unit. Under the BLM budgeting system the operation of a National Trail Office, the stabilization/restoration of sites, and the enhancement of recreational opportunities or facilities would compete against one another for funding.

The majority of the management philosophy and specific legislative requirements that were addressed in this plan specifically relate to the preservation, management of historic sites and segments and on an aggressive program to interpret the history of this trail to the visiting public. BLM has relatively little experience in the management of historic structures, mainly due to funding priorities, and has relatively no background in historic interpretation for the visiting public.

b. National Park Service

Advantages

The National Park Service (NPS) has the longest history of any federal agency in long-distance trail management. They will be the trail superintendent for the other three National Historic Trails and as such, will have an internal structure whereby trail management will receive agency support and recognition.

Additionally, the NPS traditionally receives funding for historic trail management. Because they are not a "multiple-use" agency, their management philosophy and experience is geared toward visitor use and protection and the use or development of resources for enjoyment of the recreating public.

The NPS is an aggressive organization with a constituency ranging from Congressional support to the National Parks and Conservation Association and the public-at-large.

The concept of joint trail management as is proposed for the Iditarod National Historic Trail is modeled after the relationship that the Park Service has entered into with Appalachian Trail Conference on the Appalachian National Scenic Trail. Their involvement and experience with the joint trail management could be highly useful for the Iditarod Historic Trail as well.

Disadvantages

In Alaska, due to the polarization which developed during the d(2) debate, a local attitude has developed which could be a hinderance to the cooperation and support that is believed to be necessary for long-distance trail management in Alaska. It would probably take some time before the NPS would be accepted locally because of this.

Additionally, with the vast new acreage in Alaska recently designated by Congress or units of the National Park System, it is likely that NPS will be understaffed for their new responsibilities, much less for any added responsibility, such as management of the Iditarod.

c. Forest Service

Advantages

The Forest Service is the administrator of two long-distance trails (Pacific Crest and Continental Divide National Scenic Trails) and, as such, has gained experience and knowledge in managing such trails.

In Alaska, most portions of the Iditarod National Historic Trail that are developed and maintained for summer, as well as winter, use are located within the Chugach National Forest. Their inventories, development, and maintenance of the historic Iditarod route predates by many years the formal designation of this trail into the National Trails System. So, their experience in trail management in Alaska has been ongoing and extensive. Additionally, the Forest Service traditionally receives relatively substantial funding for visitor use and management. While their funding levels for these are less than the NPS, it is substantially higher than similar funding for the BLM.

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### Disadvantages

The National Trails System Act (P.L. 95-625) states that the Iditarod National Historic Trail "shall be administered by the Secretary of the Interior." As the Forest Service is within the Department of Agriculture, there may be legal difficulties in delegating the responsibility to that agency. It seems, however, that through an ongoing Memorandum of Understanding between the Secretaries of each of those departments, a management agreement could be consummated.

Similar to the Bureau of Land Management, the Forest Service is a "multiple-use" agency. Budgeting is subject to the demands of the other uses within the Forest Service so the intra-agency competition for funding is similar to that of the BLM.

While the BLM has historically managed land along much of the historic Iditarod route, the Forest Service has managed only the southern tip of the trail within the Chugach National Forest.

#### d. Fish and Wildlife Service

Although the U.S. Fish and Wildlife Service is within the Department of the Interior, their history of involvement in long-distance trails has been nil. While portions of the main trail cross the newly-designated Innoko National Wildlife Refuge, this segment of trail contains little significant structures and is recommended for minimal management. (Refer to Section V)

#### e. State of Alaska

### Advantages

The Iditarod is Alaska's trail. It is famous in the villages and in the urban areas. Dog sledding has been declared the state sport, and the annual Iditarod Sled Dog Race from Anchorage to Nome commemorating the historic route, is gaining national prominence and recognition.

The majority of the Iditarod Trail system will ultimately cross state-managed lands. Even though the enabling legislation includes only the federally-managed portions of the trail within the National Trails System, the State of Alaska has indicated that their portions of the trail will be protected from future noncompatible uses. With such a large percentage of the trail crossing state land, it would be logical to have the largest landowner manage the entire route.

There are additional advantages to designate the State of Alaska, probably through the State Division of Parks, as the overall Trail Coordinator. This action would lend added impetus and credence to the efforts to include the state portion of the trail for certification into the National Trails Systems or within a yet-to-be-established State Trails System.

It is also likely the various federal land management agencies would be very responsive to state-management direction of the trail as outlined in this comprehensive plan. Cooperation between state and federal agencies is always encouraged and is generally mutually beneficial. Also, the cooperation of other landowners along the historic route, i.e., private landowners, Native Corporations, and borough, municipal, and city governments, may be more readily attainable.

### Disadvantages

Because the enabling legislation directs the federal government to manage their portions of this trail under the authority of the National Trail System Act, there are numerous questions that arise by a state government managing federal lands.

Similar to the funding problems of federal agencies in Alaska, the State of Alaska, Division of Parks, has also historically been one of the least funded agencies within the state government. Whether ongoing funding would be approved by the state legislature to manage the entire route would be less likely than joint funding be provided through the federal and state governments to provide management for the entire route.

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While the Secretary of the Interior has jurisdiction of agencies within that Department, it is not known what authority could be delegated to the State of Alaska whereby federal agencies must comply with their management direction and regulations pursuant to this management plan.

There are many questions regarding the manageability and legality of such a proposed program although such delegation, from the federal government to the state government, could probably take place and would be highly representative of the attempt of the current administration to involve the states with the management of federal.

C. HISTORIC TRAIL MANAGEMENT PROGRAMS

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The National Trails System Act requires that a comprehensive plan be prepared for the identification of all significant natural, historic, and cultural resources to be preserved as well as high potential sites or route segments and for the management and use of the Iditarod National Historic Trail.

As was discussed in Section V, the significant historic sites and trail segments have been identified for a major portion of the trail system with tentative management categories assigned to each site and segment inventoried.

The section on historic trail management programs outlines the specific practices to be observed in:

- Signing and marking.
- Historic site management.
- Trail segment management.
- Research.
- Cooperative agreements.

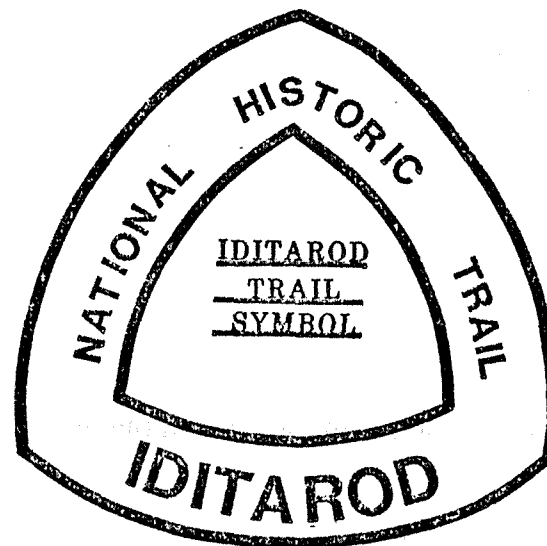
1. Signing and Marking

The standard national trail system symbol with the Iditarod emblem, as shown in Figure 1, will be used on sites and segments certified for inclusion into the Iditarod National Trail System. The Advisory Council will recommend the actual symbol for the Iditarod National Historic Trail by October 1981.

Historic trail segments falling into management categories 1 and 2 will be identified and marked as components of the Iditarod National Historic Trail system. Because of the diversity of the country through which the trail passes (frozen swamps, frozen riverbeds, treeless mountain passes, and across the ice-pack of Norton Sound), a variety of trail marking techniques will be used. The signing system

# IDITAROD TRAIL MARKER

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Green on White with Black Letters.

<u>SIZES</u>	<u>TYPE</u>	<u>MATERIAL</u>
3-1/2"	Trail Marker	.040 Gauge Steel
9"	Trail Head Marker	.040 Gauge Steel
18"	Highway Crossing	.080 Gauge Steel

of the Iditarod National Historic Trail includes paint blazers, metal INHT markers, signs, cairns, and tripods. These serve for:

- Identification of the trail at points of public access.
- Guidance of travelers along the trail route.
- Guidance of visitors to features or facilities which are not directly on the route.
- Information to travelers as to distances or facilities.

The following standards will apply to the trail segments certified for inclusion into the National Trail System.

Highway Signing - A cooperative agreement with the State of Alaska has been drafted (Appendix E) whereby the uniform trail marker will be provided by the National Trail Office. The state will erect and maintain the roadside markers, necessary pull offs, and other informational signing will be the responsibility of the state. On those few highways where the trail intersects, an uniform trail marker sign will indicate such. Other interpretive signing will be used where the roadway parallels the historic route. Replacement of uniform trail markers will be the responsibility of the National Trail Office.

Trail Markers - By far the most significant feature of marking the IT, is that of providing orange blazes which are painted on rocks, trees, or other permanent structures. The blazer shall provide clear and adequate information to guide the traveler along the route from end to end and they must be regularly maintained so that, insofar as possible, the traveler will be able to complete the route from end-to-end. Orange blazes are highly visible and are especially needed in the long winters. Double blazes, one below the other, will be used when an abrupt change in direction occurs or special attention is required.

On federal land, uniform trail marking and maintenance shall be an ongoing task that will be performed primarily during the winter months through the efforts of volunteers and the Trail Coordinator. The markers shall be checked and repaired or replaced at least twice yearly. The efforts of other federal land managers will be helpful and solicited, but the responsibility lies with the Trail Coordinator.

Signs and bulletin boards should be installed at all major trailheads (entrance, parking areas, etc.) to inform the user, as appropriate, of the nature and conditions of the trail, the history of the trail, the meaning of different types of trail markings, rules and regulations, emergency procedures, points of interest, and other information.

Through cooperative agreements, uniform markers shall be provided to other cooperating agencies or landowners, and such agencies will erect and maintain them in accordance with the standards established. Insofar as possible, volunteer assistance shall be coordinated along nonfederal portions of the trail for maintenance and marking and, where practical, the Trail Coordinator shall endeavor to have the entire trail marked regardless of landownership. Such marking is necessary, not only to provide the historic route of the trail, but for the safety of those who travel this wilderness route.

A guide to marking and signing along the Iditarod Trail shall be published by the Trail Coordinator in cooperation with the private organization and shall be updated or revised periodically as needed.

On all historic sites where identification and/or interpretation occurs, the Iditarod National Historic Trail symbol will be used. Specific standards for the signing of historic, interpretative and recreation sites managed under the National Trail System will be defined in the Iditarod National Historic Trail Interpretative Plan. The interpretative plan will be produced by the Trail Coordinator's office.

The funds for the uniform signing of the historic trail system and of historic sites on federal land will be the responsibility of the Trail Coordinator. On nonfederal land, uniform markers will be provided to cooperating agencies in order to mark, protect, and perpetuate the Iditarod Trail.

## 2. Historic Site Management

Historic sites on public lands recommended for management category 1 should be withdrawn for protective reasons through federal and state regulations.

Individual historic site restoration/stabilization plans will be produced by the National Trail Office in cooperation with the land owner/manager. Actual restoration/stabilization will be carried out on public lands under cooperative agreements but will be initially funded, if possible, through separate appropriations. Maintenance to preserve historic site in restored/stablized condition will be the responsibility of the land manager/owner.

Historic sites or structures on private lands which have been recommended for Level 1 protection should be protected through cooperative agreements with the site or structure owner. Acquisition of private interest should only take place on Level 1 sites which are in immediate danger of destruction through man-caused actions.

The structures at the sites of Flat and Iditarod, both recommended for Level 1 protection, are not in danger of immediate destruction, so cooperative agreements rather than acquisition of structures is recommended. However, this has such significance as the hub of the historic trail and is uniquely preserved, funding has been requested in this plan (Section VI-c) whereby the old town of Iditarod may be preserved and partially restored if the individual owners agree. Just as the BLM/State and private landowners have cooperated at Eagle and Ft. Egbert, a similar cooperative venture could take place in the Iditarod district.

Additionally, several sites of particular historical significance are located on lands owned or eligible for ownership under Alaska Native Claims Settlement Act (ANCSA) by private landowners. While several of the structures could be managed under a cooperative agreement, ongoing protection of these critical historical resources may best be served by acquiring them in fee if cooperative agreements cannot be consummated. These sites for management category 1 are found in Section VI.

Land status of significant and high potential sites and segments will be completed in final management plan.

Interpretation - Though it would be possible, it certainly would not be desirable to manage a National Historic Trail as a recreation or a scenic trail by ignoring the historic nature of the trail system.

Interpretation, or the conveying of this historic significance of the Iditarod to the public both on-site and off-site, is an important element of this management. Each land management agency, historical society, or local government has the opportunity to incorporate the rich history of the Iditarod into segments, sites, visitor contact points, or publications for which they are responsible. Museums, highway turnouts, trailheads, visitor information centers, campgrounds, and railroad stations all provide excellent points of providing colorful Alaskan history to local residents and visitors.

The Iditarod National Historic Trail Project Office will prepare a interpretation/information plan and will assist interested agencies or parties in preparing interpretive programs..

### 3. Trail Segment Management

Trail Segments managed under this comprehensive plan will remain the responsibility of the land management agency, local government, or private landowner. However, through cooperative management agreements, actions specifically relating to historic trail management, such as initial reconstruction or marking, will be arranged by the Trail Coordinator.

a. Access

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The successful integration of recreational use management along a National Historic Trail is dependent upon the visitor having access to the historic route and sites along the route.

A continuous public right-of-way is most desirable along the Seward to Nome route. Visitors wishing to "reenact" the journey between Seward or Nome or just portions of the historic route should be protected by the "right of access" for an optimum recreational experience. The Project Office has designed this management plan to establish, protect, and/or acquire rights-of-way on Level 1 management segments and to establish rights-of-way on public lands on Level 2 management segments. The enabling legislation emphasizes the need for access to significant sites or segments as an integral part of the management of historic trails.

The second largest landowners along the historic trail are comprised of various native corporations who received lands pursuant to the Alaska Native Claims Settlement Act of 1971 (ANCSA). In most cases, a narrow easement has been reserved across those lands and will be managed by the Bureau of Land Management (BLM). This easement was identified and reserved for the purpose of access across private lands to other federal lands and was a provision of ANCSA, not the National Trails System Act. However, since the Iditarod National Historic Trail includes all lands managed by the federal government, federally managed easements which align with the historic route will be considered as part of the National Trails System. Wherever possible, the easement followed this historic route as this trail had already been established and generally followed the most logical access corridor between villages or other strategic points. Practically, in both historic and contemporary times, the trail followed a path where snow conditions were most suitable for cross-country travel. Though the federal government manages the 25-foot wide ANCSA easement across native lands, cooperative agreements will be sought recognizing specific easements in management categories 1 and 2 as part of the National Trail System.

Access is also important at points between Seward and Nome. This management plan recommends that certain airstrips be made available to the public and maintained for access to significant portions of the trail. Specifically, airstrips recommended to be improved and maintained are: Rainy Pass, Rohn River, and Farewell Lake.

b. Development

Trail reconstruction and/or marking and clearing is recommended for certain Level 1 management areas for access and enhancement of recreational uses of the historic route. The segments which will be improved are: Portage Pass, Crow Pass, Indian Pass, and Happy River to Farewell Lake.

No specific recommendations for specific facilities along the trail, such as trail shelters or reconstructed cabins, are being made at time of this draft. These will be constructed at appropriate sites in the future.

Trail Shelters - On federally-managed lands, trail shelters may be erected with the concurrence of the Trail Coordinator, the individual federal land manager, and the private trail management organization (Iditarod Trail Blazers).

These shelters will be compatible with the surrounding environment and shall be of a design which is consistent with the history of the trail. The specific design, size, location, and maintenance program will be submitted for review before approval will be given. Where possible, existing shelters may be used for temporary shelters for the traveler or visitor. Trail shelters will not be constructed without an ongoing maintenance program which is acceptable to the three management groups mentioned above.

It is stressed that the construction of trail shelters is generally considerably easier than the maintenance required year after year due to the severe snow-loading, freezing-thawing effects and the

other ravages of the extreme Alaska environment. It must be satisfactorily proven to all management parties that such shelters are feasible, needed in the best interest of the public, and that provisions will be made to maintain them. Shelters constructed by landowners or land managers along the trail should when possible, also be consistent with the historic use of the trail. Future guidelines for shelter construction, including construction and maintenance standards, shall be drafted and published by the Trail Coordinator.

c. Maintenance

The success, or failure, of the future management of the primary route of the Iditarod National Historic Trail, particularly between Knik and Nome, will greatly depend on the use of volunteers to mark, establish, maintain, and patrol the trail. Through the auspices of the private volunteer organization, these efforts will be coordinated with the federal Trail Coordinator to be sure that the volunteer activities are consistent with the goals of the historic trail.

It is authorized that volunteers approved by the Trail Coordinator, shall, under specific cooperative agreement stipulations, be allowed to use government-owned equipment, fly-in government-owned or chartered aircraft, and to lodge and subsist in government quarters when performing official authorized trail activities. When funding is available, every effort will be made to provide the use of aircraft or fuel for volunteer services working along the trail. All volunteer activities along the trail shall be authorized jointly by the Trail Coordinator and the President or Director of the private management organization. Funding is also sought to provide partial support to the Iditarod Trail Blazers until which time that organization may become self-sustaining.

A segment by segment trail maintenance guide stating maintenance standards for the primary and Level 2 historic route will be published by the Trail Coordinator and the Iditarod Trail Blazers. The guide will reflect trail categories, rights-of-way, width, and landownership to each segment.

d. Motorized Use

"Other use along the historic trails...which will not substantially interfere with the nature and purpose of the trail...including the use of motorized vehicles, shall be permitted...." (Section 7(c)).

Substantial segments of the historic route near bush towns and villages are currently used by local people in traveling between villages, "camps," and hunting, trapping, and fishing areas. In the summer months, the Yukon River segment of the trail is used by motorboat. However, most of this local use during winter is by snow machine and to a lesser extent, dog sled and snowshoeing during the winter. Such traditional uses are recognized and will continue where they already exist.

Because of the fragile nature of the soils over much of the Iditarod during the summer months, motorized use from May 1 to November 1 is authorized only when specifically approved by the individual land manager across whose land the use occurs. The National Trail Office will assist in processing requests with appropriate land managers.

Within the Chugach National Forest, no summer motorized use is allowed on the historic trail which are currently used as hiking trails. The Crow Pass to Eagle River traverse is closed to motorized use during the entire year within both the National Forest and Chugach State Park. Similarly, Indian Pass, within the State Park, is also closed to motorized use year-round.

Emergency closure of any federally managed land along the trail, either during the summer or winter, may occur at anytime if conditions so dictate. Notification of such closure shall be by announcement in the Federal Register, as well as in newspapers within communities along or adjacent to the trail. Any nonfederal land would be closed only by the land manager or landowner having jurisdiction over the trail.

Nothing in this management plan shall be construed as denying access to private landowners. Those who feel that their access is being denied or compromised should contact the Trail Coordinator's office who will work with the appropriate land manager to identify a reasonable and prudent route.

The potential conflicts between motorized use and the historic significance of the trail is a part of the public information program. The Trail Coordinator shall prepare descriptive literature, brochures, or other information techniques needed to inform the public of these potential conflicts. This will be an ongoing program.

e. Trail Relocation

Reserved

f. Search and Rescue

The responsibility for search and rescue along the trail shall be a multiagency responsibility, but the lead for coordination will rest with the Trail Coordinator's office.

The Trail Coordinator shall immediately contact the Alaska State Troopers (AST), who will coordinate the search and rescue efforts using various organizations and clubs as needed. At the request of the Alaska State Troopers, the Trail Coordinator may contact the Rescue Coordination Center (RCC) at Elmendorf AFB. The Trail Coordinator's office will offer whatever assistance is requested by AST or RCC and trail personnel and government-owned equipment will be available for dispatch for emergency services upon request.

If additional personnel, equipment, or support are needed, the Trail Coordinator shall request assistance from any federal land manager having equipment or manpower needed.

g. Commercial/Competitive Activities

On federal land, when two or more commercial/competitive activities requiring federal permitting will potentially interfere with one another, preference will be given to the activities whose purpose align most closely with the historic nature of this trail.

Permits for all commercial or competitive events requiring the permission of two or more landowners shall be coordinated through the Trail Coordinator so that the public or the user group shall not be plagued with unraveling the landowner infrastructure. The Trail Coordinator shall also assist the public by providing information regarding permissible or non-permissible uses along the trail regardless of landownership.

h. Transportation

Several major segments of the Iditarod include highways, roads, the Alaska Railroad, and rivers used by barges. The current users of these transportation arteries will not be altered. Through cooperative agreements with the State of Alaska, signs identifying and describing the historic route shall be placed along portions of the route overlain, parallel, or accessible by the highway net in the Seward to Knik area.

Section V also calls for the acquisition of approximately 1½ miles of right-of-way through private land in the Knik area, the retention of a right-of-way along the historic route through federally managed lands and the protection and acquisition.

Section 4(f) of the Department of Transportation Act of 1966 (P.L. 89-670), as amended, states as national policy:

"...that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifically requires that the Secretary of Transportation:

"...shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of lands traversed. After the effective date of the Federal Highway Act of 1968, the Secretary (of Transportation) shall not approve any program or project which requires the uses of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of the land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use."

Although the State of Alaska Department of Highways currently is not proposing any construction of new roads along the historic route, a Highway Department planning map, dated July 1974, identified possible long range needs for surface transportation along most of the route.

Section 7(g) of the National Trails System Act (as amended through P.L. 95-625) states:

No land or site located along a designated historic trail...shall be subject to the provisions of section 4(f) of the Department of Transportation Act unless such land is deemed to be of historical significance under appropriate historical criteria such as those for the National Register of Historic Places."

Level 1 sites and segments which are located on federally managed lands will be nominated for inclusion into the National Register of Historic Places (Section V). For those Level 1 or 2 sites or segments located on nonfederally managed lands, the landowner may apply to the State Historic Preservation Officer with support of the Trail Coordinator, to include their property into the National Register. By doing this, the nonfederal land manager or landowner will be eligible to receive certain

benefits for preservation, grants-in-aid and tax incentive of their property if it is included as a National Register site or segment. Also, such designation would help to protect this private property from future intervention by unwanted roads, powerlines, etc.

Section 4(f) of the Department of Transportation Act will apply to those sites and segments within Level 1 management areas on federally managed lands. Section 4(f) of this Act will also apply to any privately owned land if the owner so chooses to pursue the nomination procedures for inclusion into the National Register, and such property is considered eligible for inclusion into the Register.

Those sites or segments located in the Level 2 management category in federally managed lands, while not at this time being nominated for National Register inclusion, may be eligible for inclusion into this system at a future date after further research is completed. In all cases for Level 2 sites and segments, efforts should be made to avoid any construction activities which would jeopardize the integrity of these historic areas.

If a transportation project or program would impact Level 1 or Level 2 sites, section 4(f) considerations may require relocation or routing of special design which would increase costs of the project or possibly preclude development in the locality if there is no reasonable and prudent alternative.

Further, any surface-disturbing activities occurring on federally managed lands along the trail must follow the guidance mandated by legislation and regulation regarding the management of cultural resources. Specific legislative requirements are described by the National Historic Preservation Act of 1966, the Historic Sites Act of 1966, the Antiquities Act of 1906, and other applicable legislation.

i. Wildfire - Prescription Burning

Recognizing that wildfire is a natural phenomenon occurring in Alaska and that land management agencies and private landowners use prescription burning for various management reasons (moose habitat

improvement, seedbed preparation, etc.), agencies will retain options for use of fire as a management tool in the vicinity of the Iditarod Historic Trail segments. Land managers will notify the Trail Coordinator of prescribed burn plans within Level 1 and 2 segments for the purpose of input into environmental assessment processes.

Every effort should be made to protect Level 1, 2, and 3 historic sites from prescription burns and wildfire. Land managers will notify the Trail Coordinator when prescription burns or wildfire threaten the historic integrity of historic sites identified in the plan for input into prescription or suppression plans.

j. Mining

It was primarily due to the mining activities which have historically occurred along the trail, that make the Iditarod historically significant in Alaska's and America's history. The mining activities near Hope, Girdwood, Ophir, Flat, Iditarod, Poorman, Ruby, and along the Nome coast, are a continuation of similar activities that have been ongoing, depending on market conditions, for over seventy-five years. Most of this land, primarily because of its minerals values, is privately owned. Very little will remain in public ownership and that land that does remain, under existing laws and regulations, will continue to be available for mining where such activity already exists. Nothing in this plan or in the enabling legislation that included the Iditarod within the National Trails System was meant to prohibit or prevent existing mining activities or to prevent a logical progression of current mining operations.

Undoubtedly, the designation of the Iditarod as a National Trail will bring increased use and interest to many remote areas along the trail, especially where significant historic resources exist or where high potential recreation use may be found. This management plan addresses only federally managed lands or those lands which will eventually be managed under cooperative agreements, and those interests held by the federal government in the form of easements across native corporation lands along the historic trail route.

Preferably, cooperative agreements would be entered into whereby use of the trail crossing privately-owned land could continue within the limitation of the agreements. Such agreements will be pursued in the future through the National Trail Office. In those cases where such agreements cannot be reached, it is possible to make minor adjustments to the trail alignment so as to avoid conflicts with existing uses. If such conflicts are encountered or anticipated by the landowner, contact should be made with the Trail Coordinator so that certain mitigation measures, such as rerouting and signing, may be initiated.

Maps 11, 12, and 13 indicate those areas which are deemed significant because of their cultural, historic or natural values, and areas identified having high potential for historic interpretation and/or outdoor recreation. Land disturbing activities in areas found to be significant because of their natural values or potential for recreation, will be restricted if they are found to compromise these values.

#### 4. Historic Trail Research

The INHT Office shall take the lead in initiating and coordinating research relating to the history and the management of the Iditarod National Historic Trail. Other agencies and interest groups are encourage to conduct research efforts as well.

Specifically, the following projects should be continued or initiated:

- 1) Maintain the INHT Project Office files on the historic sites and segments for use by agencies, historic societies, researchers, writers, and other private individuals having an interest in the historical nature of the trail.

- 2) Initiate a comprehensive history of the Seward to Nome route: As was learned during FY 80-81, no scholarly research has been completed on the entire Seward to Nome route. Though relatively

recent history, much of the written information is scattered and much more is unpublished. The project office will initiate, administer, and coordinate with cooperating agencies a comprehensive history of the historic route. A Historic Resources Study should be compiled using the following historic framework and themes:

Historic Framework:	Chronological
	Descriptive Geography
Historic Framework:	Prehistory Contact
	Russian Period
	American Period
	Gold Rush Era
	Present Development
Themes:	Exploration
	Mining
	Hunting, Fishing, Trapping
	Communities
	Cultural Values
	Roads and Trails
	River Transportation
	Aviation

The significance of the Iditarod Trail extends beyond the gold rush era as a prehistoric native trail and early historic trade route. A thorough history should be compiled in order to aid planners/managers by providing significant statements, interpretive data, and documentation of sites and routes. The compiled data will be of use to visitors, historic architects, oral interviewers, and subsequent investigators as well. Recommendations should also be included for preservation, interpretation, and nomination to the National Register that are not found in this plan. The Goodwin routes of the Nome-Seward trail as surveyed and constructed 1908-1912--the agreed upon primary Iditarod Trail system--and its branches, should be platted on a map as part of the Historic Resources Study.

3) Identify historical data gaps: Prior to contracting with historian(s) on a comprehensive history, the project office will prepare a technical paper on data gaps for the historic route.

Technical paper to be prepared by the staff historian will be utilized in establishing scope of contract and as a recommendation for other agencies, groups, and individuals interested in researching segments of Iditarod history.

4) Coordinate with agencies, groups, and individuals: Staff historian will maintain information files on each site and segment and historic photographs and maps for reference by government and the public. Will advise on future research projects. Will maintain and update continuously annotated bibliography. Will participate in research projects according to cooperative agreements.

5) Continuation of oral history project: The Trail Office should take the lead in assuring oral history of the trail be secured and maintained. By contracting and coordinating with other agencies and individuals, the staff historian should develop a thematic approach to gathering and producing oral history information.

The Trail Office would act as a clearinghouse for oral history information related to the Iditarod Trail by maintaining tape indexes and topic indexes for use by historians, researchers, and oral interviewers, as well as general public uses. Previous oral history projects will be researched and indexed.

A permanent depository for original tapes will be set up in the Alaska Historical Library, Juneau, or similar archival storage center. The project office will maintain copies of tapes collected by the office but will not try to duplicate archival collection. (See Appendix D).

## 5. Cooperative Agreements

Cooperative agreements will be pursued with the following entities in regard to the establishment, signing, marking, and maintenance of the Iditarod National Historic Trail. The list may not be complete. Examples of several proposed agreements are found in Appendix E.

- Iditarod Trail Blazers
- State of Alaska
  - Department of Natural Resources
  - Department of Transportation
- City of Seward
- City of Whittier
- City of Nome
- Municipality of Anchorage
- Mat-Su Borough
- Doyon Regional Copoeration
- Bering Straight Regional Corporation
- Eklutna, Inc.
- Knikatnu, Inc.
- Nicholai Village Corporation
- Tokotna Village
- Flat Village
- Gana'a'yoo, Ltd.
- Unalakleet Native Corporation
- Koyuk Village Native Corporation
- Elim Native Corporation
- Golovin Native Corporation
- Solomon Village Native Corporation

D. IMPLEMENTATION

Under this comprehensive plan individual land managers, landowners, and the private management organization will assume a major responsibility in historic site and segment management. However, the rate at which the Iditarod National Historic Trail becomes a functioning unit will be directly dependent on congressional funding to initiate, coordinate, and maintain management programs.

Major historic trail funding will be necessary to implement this comprehensive plan. Funding requirements can be divided into four categories:

- Establishment of a National Trail Office and staff.
- Implementation of a signing and marking program.
- Protection of historic sites and segments.
- Enhancement of sites and segments for interpretation and outdoor recreational opportunities.

Funding requests will be initiated by the National Trail Office after consultation with federal land managers and other land managers/owners entering into cooperative agreements with the National Trail Office. Congressional funding should be appropriated to the Iditarod National Historic Trail Office and reappropriated to federal agencies and cooperating land managers/owners as itemized in prioritized budget requests.

1. Establish an Iditarod National Historic Trail Staff and Project Office

Three positions will be required to implement this comprehensive plan: trail coordinator, historian/interpretive specialist, and clerk-typist.

The trail coordinator will be the official responsible for carrying out the administration of the National Historic Trail, including consummating cooperative agreements and developing signing and maintenance standards. The historian/interpretive specialist will be responsible for coordinating ongoing research on the Iditarod, nominating and/or processing National Register nominations and certifications for inclusion of sites and segments into the National Trail System, and developing interpretive plans for developing and implementing site protection plans for priority sites. The clerk-typist will assist the trail coordinator and historian/interpretor specialist in implementing the comprehensive plan. Initial and recurring yearly costs of these positions are \_\_\_\_\_.

A year-round Iditarod National Historic Trail Office will be established in Anchorage in conjunction with the Federal Information Center (provided by Section 1305 of ANILCA). Displays and information will be provided for Anchorage visitors.

A seasonal facility will be located near Knik or Wasilla. This facility is recommended in this location since the developed and undeveloped portions of the historic route meet near Wasilla, as do major railroad and highway routes. The proposed facilities are also near the Knik Museum and the Wasilla Museum, which are repositories for artifacts from the Iditarod era. Excellent interpretive opportunities exist in the Wasilla/Knik historic sites. A small theater could provide ongoing interpretive shows for visitors in addition to existing historical buildings and museum displays. The seasonal trail office would be shared by the National Trail Office staff, the Iditarod Trail Blazers, and other cooperating agencies (i.e., the State of Alaska, Knik/Wasilla Historical Society).

Initial administrative costs for year-round and seasonal facilities are \_\_\_\_\_, and yearly costs are \_\_\_\_\_, including staffing.

## 2. Implementation of a Signing and Marking Program

The National Trail Office will initially purchase all uniform markers to be placed on the federal and certified Level 1 and 2 sites and segments. The National Trail Office will budget for yearly replacement of uniform markers as needed.

The National Trail Office will be responsible for signing and marking all Level 1 and 2 sites and segments under federal jurisdiction. This will be accomplished in cooperation with the federal land manager and the private management organization. The National Trail Office will establish standards for the signing and marking of Level 1 and 2 sites and segments.

The National Trail Office will provide uniform markers to all cooperating land managers/owners. The responsibility for erecting and maintaining the uniform markers will rest with the cooperating agency, although the National Trail Office will coordinate volunteer activities of the private management organization in order to facilitate the marking of the entire historic trail system.

Initial signing and marking costs for sites and segments are \_\_\_\_\_. Recurring yearly costs are estimated at \_\_\_\_\_.

## 3. Protection of Historic Sites and Segments

The National Trail Office historian will develop site protection plans for Level 1 and Level 2 detailing actions to be taken on historic sites. Recordation, stabilization, restoration, and historic archeology will be the primary protection measures which are funded as requested.

The historian will initiate National Register nominations for Level 1 sites and segments. In addition the historian will assist land managers/owners in processing nominations for Level 2 sites which are located on Level 1 or 2 trail segments.

Though congressional funding will be requested for site and segment protection by the National Trail Office, reapportionment of congressional funds to federal agencies and cooperating land managers/owners is intended as itemized in prioritized budget request under this funding category. The National Trail Office will assist cooperating land managers/owners in securing funds to protect Level 1 and 2 historic sites identified in this management plan. But once appropriated, the individual land manager/owner will carry out protection measures.

4. Enhancement of Sites and Segments for Interpretation and Recreation Opportunities

Secondary to protection of historic sites and segments is the enhancement of certain sites and segments for historical interpretation and outdoor recreation purposes.

After consultation with the Advisory Council and federal and cooperating land managers, budget requests for visitor access (including fee simple purchases and airstrip improvement), interpretative facilities (for example at Seward and Nome), and recreation trail improvement (for example at Indian Pass, Portage Pass, and Rainy Pass) will be detailed.

Each budget request will prioritize recreation and interpretative enhancement projects. As in site and segment protection, federal dollars for recreation/interpretation projects will be reappropriated to agencies managing specific segments or access points.

Though the National Trail Office will request funding in each of the four categories mentioned above, this does not preclude cooperating land managers/owners from requesting funds to supplement the National Trail Office requests for the protection, interpretation, or recreational use of sites and segments under their jurisdiction.

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## IMPLEMENTATION SCHEDULE

YEAR 1		YEAR 2		YEAR 3		YEAR 4 AND OUTYEARS	
Item	Dollars (\$)	Item	Dollars (\$)*	Item	Dollars (\$)*	Item	Dollars (\$)*
<u>Salaries</u>		<u>Salaries</u>		<u>Salaries</u>		<u>Salaries</u>	
Trail Coordinator		Trail Coordinator		Trail Coordinator		Trail Coordinator	
Interpretive Specialist		Interpretive Specialist		Interpretive Specialist		Interpretive Specialist	
Clerk/Typist		Clerk/Typist		Clerk/Typist		Clerk/Typist	
Seasonal Inter. Spec.		(2) Seasonal Inter. Spec.		(2) Seasonal Inter. Spec.		(3) Seasonal Inter. Spec.	
Trail Blazer Director		Trail Blazer Director		Trail Blazer Director		Trail Blazer Director	
(seasonal)		(seasonal)		(seasonal)		(seasonal)	
		(2) Seasonal Inter. Spec.**		(2) Seasonal Inter. Spec.**		(2) Seasonal Inter. Spec.**	
<u>Establish Headquarters</u>				Caretaker (Iditarod)**		Caretaker**	
Construction/Overhead		<u>Office Expenses</u>					
Interpretive Exhibits		Overhead		<u>Office Expenses</u>		<u>Procurement/Equipment</u>	
Office/Interpretive Equip.		Misc. Procurement		Overhead			
Vehicle		Transportation		Misc. Procurement			
				Transportation			
<u>Procurement</u>		<u>Access Improvements</u>		<u>Access Improvements</u>		<u>Operations and Maintenance</u>	
Trail Management Equip.		Knik Trailhead Access		Flat-Iditarod			
Misc. Procurement		Parking Area/Barriers		Cape Nome			
brochures		Airstrip Improvements		Ophir			
Slide/Movie Presentations				Iditarod Airstrip**			
Interpretive Signing		<u>Stabilization/Restoration</u>		<u>Stabilization/Restoration</u>			
Headquarters Signing		Rohn River Roadhouse		Complete Restoration of			
Trail Signing		Pioneer Roadhouse		Iditarod*			
Markers		Initiate Restoration					
Transportation		Iditarod Area**					
				<u>Trail Improvements</u>			
<u>TOTAL</u>		<u>Trail Improvements</u>				<u>TOTAL</u>	
		Portage-Girdwood		<u>Interpretation/Signing</u>			
		Happy River-Farewell Lk.		Signing			
				Brochures			
		<u>Interpretation/Signing</u>		Slide Show			
		Signing		Misc. Expenses			
		Brochures/Maps					
		Misc. Equip.					
		Establish Interoffice at					
		Seward and Nome**					
		<u>TOTAL</u>					

\* Include 15% annual inflation allowance.

\*\* Level 3 funding request (above base level request).

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## VII. APPENDICES

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A. 1:250,000 SCALE MAPS

NOTE: During the 1980 field season, a set of fourteen 1:250,000 scale USGS maps were produced indicating locations of historic sites and trail segments. Copies of these maps are being sent to selected agencies, organizations, and individuals to check for accuracy and completeness. A limited number of copies may be available upon request.

The final management plan will include reproductions of fourteen 1:250,000 scale maps.

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#### B. SIGNIFICANT SITES AND SEGMENT RECORDS

NOTE: As discussed in Section V, approximately 200 historical sites relating to the Iditarod National Historic Trail have been identified. A standard inventory form has been developed by the Project Office which will identify, locate, describe, rate for historic significance and recommend management actions for each historic site. All site records will be published in the final management plan.

To date, approximately 90 sites have been inventoried and rated against National Register criteria. Copies of Appendix B data and rating criteria will be sent out to selected agencies, organizations, and individuals. Copies of Appendix B will be available to others upon request.

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**C. VISUAL RESOURCE INVENTORY**

**(Reserved)**

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D. RESEARCH

1. Annotated Bibliography (Reserved)
2. Historic Photo Index (Reserved)
3. Historic Map Index (Reserved)
4. Oral History
5. Lynch Report (Reserved)

## 4. ORAL HISTORY

The Iditarod National Historic Trail Project office has initiated an oral history project. Interviews are being conducted with old-time Alaskans and other individuals who are or have been closely associated with the trail. The project is designed to gather important information both as an aid to proper trail management, and to serve as a basis for a continuing compilation of trail history. Specifically, the information gathered will be used to assist management decisions regarding site and trail location and significance, and for interpretive purposes. In addition, the tape recordings, photographs, and other historical documents collected will be made available to the public for educational and research needs.

Focus

The focus of the oral history project in its initial summer field season has been twofold. The primary objective has been to lay the foundation for the project by developing, for each geographic area or village considered, an evaluation of potential narrators and by selectively interviewing those individuals thought to have particularly significant information. Secondly, the oral historian has assisted other members of the Project Office staff with site and trail location and identification by interviewing persons with such knowledge. In addition, various functions supportive of the Project Office have been performed, such as historical research, public relations, document collection, and so on.

Scope

The summer field work has been concentrated on the large segment of the Iditarod Trail that is not accessible by automobile from Anchorage - the area from Rainy Pass to Nome. The limitations of time

and personnel have further restricted the scope of the project to the larger bush communities. The communities visited include McGrath and several surrounding villages, Nome and several villages of Norton Sound, Unalakleet, Shaktoolik, Galena, Ruby, and Kaltag. Also, a limited number of interviews have been conducted in the Anchorage metropolitan area.

The types of information pursued have also been limited in scope. The needs of the Project Office in locating the trail tread and identifying the sites have provided the primary focus of the initial interviews.

### Methodology

As indicated above, the first step in developing the project has been to evaluate each area or village to determine what kinds of information are available from local residents and to compile an annotated list of potential narrators. The list indicates the type of information the individual is likely to have, his or her availability, location, willingness to be interviewed, and so on. This list, then, later allows the historian to plan the oral history project based upon selective interviews. Numerous informal interviews have been conducted in each area to ensure that the list is fairly comprehensive.

Whenever possible, a more extensive interview has been conducted and recorded to avoid subjecting the narrator to a later interview where it appears that he or she has significant information or is aged or in poor health. No particular thematic approaches have, as yet, been developed for the interview; however, the needs of the Project Office have been directed mostly toward trail and roadhouse location and use as discussed previously.

Recommendations

The first field season for the Iditarod National Historic Trail oral history program has accomplished a great deal. Important information concerning trail and site location and use has been supplied to the Project Office. In addition, an evaluation of potential narrators has been made for much of the trail segment from Rainy Pass to Nome. Finally, selective interviews have been recorded with a variety of individuals from McGrath to Nome.

Much remains to be done, however, particularly if much of this summer's work is to be effectively utilized. The following is a list of recommendations for the development of the oral history project including both immediate and future needs.

1. Copies must be made of all tape recordings. Indexing of each interview must be completed, and an index card file system established.
2. The preliminary survey work should be extended to the segment of the trail from Seward to Rainy Pass. An annotated list of potential narrators should be developed for that segment and any information gaps identified by the Project Office should provide the focus of initial interviews.
3. A permanent depository should be located for all tapes, index files, photographs, and other historical documents. The Alaska Historical Library in Juneau will store master tapes. All information should, if possible, be kept in one location and made available for public use. In addition, a continuing program to compile and evaluate historical data and documents relating to the trail would be highly desirable.
4. After completion of the preliminary work on the Seward to Rainy Pass trail segment, an evaluation should be made of potential narrators and information available and a plan for a continuing oral

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history program drafted. Certain thematic approaches might be utilized--for example, mining, hunting and trapping, aboriginal use, building technique, sled construction, immigration patterns, as well as general trail and roadhouse use. An almost unlimited variety of subjects could be pursued which would lend vitality to future interpretive programs.

5. The BLM might take the lead in coordinating a seminar on oral interviewing techniques in bush Alaska. Much could be done to minimize the frequent negative agency contacts with bush residents.

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**E. ANTICIPATED COOPERATIVE AGREEMENTS**

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SUGGESTED MEMORANDUM OF AGREEMENT

BETWEEN

BUREAU OF LAND MANAGEMENT, U. S. DEPARTMENT OF THE INTERIOR

AND

THE FOREST SERVICE, U. S. DEPARTMENT OF AGRICULTURE

CONCERNING THE IDITAROD NATIONAL HISTORIC TRAIL

This Memorandum of Agreement is made and entered into by and between the Bureau of Land Management and the Forest Service, in furtherance of the Act of October 2, 1968 (82 Stat. 919; 16 USC 1241), as amended.

Whereas the aforesaid act provides that the Iditarod Trail shall be administered primarily as a historical trail by the Secretary of the Interior, in consultation with the Secretary of Agriculture; and,

Whereas an agreement was entered into in May 1969, between the Departments of Agriculture and Interior (1) to establish mutual understanding on general matters pertaining to all operations of the National Trails System involving both Departments and (2) to provide for utilization of an Interagency Task Force to assist in the planning, coordination, development, and administration of that System; and

Whereas the said agreement recognizes the need and makes provisions for supplemental agreements to cover development and management of specific Trails where two or more agencies are involved; and

Whereas significant portions of the Iditarod National Historic Trail traverse lands under the separate administrative jurisdictions of the Bureau of Land Management and the Forest Service, as well as privately owned lands within the exterior boundaries of units administered by those agencies, and

Whereas, it is the desire of the Bureau of Land Management and the Forest Service to cooperate fully with each other, the "private management organization" (referred to herein as the Organization), the Advisory Council for the Iditarod National Historic Trail, the affected State, political subdivisions thereof, and private owners in matters relating to administration and development, operation, and maintenance of the said Trail (referred to herein as the Trail):

Now, therefore, the parties hereto mutually agree:

1. To cooperate with each other in developing uniform policies as to the location of the Trail corridor across private lands and as to the nature and extent of the interest in lands to be acquired.

It is further understood and agreed that all acquisitions of lands and interests in lands which are undertaken by the Forest Service for Trail purposes shall be reported to the Bureau of Land Management. General guidelines or criteria will be developed by those two agencies to determine the amount or proportion of such acquisition. The Bureau of Land Management shall compile and maintain a record of all appropriated funds expended by Federal agencies for the acquisition of lands or interests in lands for Trail purposes under aforesaid Act of October 2, 1968, as amended, so that information will be available at all times as to the amounts expended and remaining available under the said statutory limitation.

2. For the purpose of enhancing the Trail environment, to designate zones for segments of the Trail which traverse areas under their separate administration, which zones will range from a minimum width of one hundred feet on each side of the Trail to any greater width necessary to assure maximum retention of the outdoor recreation experience for which the Trail was established. The determinations as to width of these zones will take into account variations in terrain, land cover, land management, scenic and historic points of interests, natural features, cultural qualities, recreational values and other factors that may affect operation, development, and maintenance of the Trail. Said zones shall

be planned and designated on development or management plans prepared in consultation with the "private management organization." Changes may be made in such zones for the purpose of enhancing the Trail environment, on the basis of the variation referred to above, and such changes shall be subject to consultation with the Organization.

3. To relocate wherever desirable--to the extent that the parties hereto have funds available for this purpose, and after consultation with the private management organization--those portions of the Trail located on lands under their jurisdiction which lie within one mile of paralleling routes for the passage of motorized transportation.

All relocations of the Trail, including adjustments or alterations of the historic trail which do not change either the officially described route of the Trail or the published maps of the Trail, as described and published in the "Federal Register," should be reported to the Bureau of Land Management and the Organization so that descriptions and maps of the Trail and guidebooks may be revised as necessary. However, if the ultimate change is of such trivial nature as not to deviate more than 20 feet from the location established at the time of publication of the official Trail route, it need not be so reported.

4. To maintain--to the extent that available funds permit--the portions of the Trail which pass through areas under their separate jurisdiction, in cooperation with the private management organization.

5. Each party to this agreement shall afford the other party thereto opportunities to review and comment on development plans with a view to harmonizing each others use and development programs for the Trail. Both parties hereto will cooperate with and encourage State, political subdivisions thereof, landowners, private organization, and individuals, to operate, develop, and maintain portions of the Trail and related Trail facilities. The parties will especially encourage the private management

organization through local member clubs, to actively participate in the maintenance of the Trail and in the operation, development, and maintenance of facilities along the Trail.

6. To erect at appropriate points on lands administered or controlled by them along the Trail, the uniform markers established for the Trail, and to maintain such markers. The erection and maintenance of these markers shall be in accordance with the standards established therefor.

7. To encourage local governments which have the authority to zone private lands adjacent to the Trail rights-of-way within the boundaries of areas under their separate jurisdictions, to control the uses of such properties, offering technical advice and assistance.

8. To cooperate in developing uniform regulations, insofar as possible, for the management, protection, development, administration, and use of segments of the Trail located on Federal lands under their separate jurisdictions, enforcement of which will be carried out by the agency administering the lands through which the Trail passes; and to encourage the adoption and enforcement of such uniform regulations by other Federal agencies for segments of the Trail they administer, and by State and local agencies for non-federally owned portions of it.

9. To correlate and coordinate their interpretive activities and programs to avoid duplication in these matters and to assure that the interpretive efforts of each agency will complement those of the other. The Bureau of Land Management, as administering agency, will be responsible for developing and publishing any needed maps, brochures, press releases, etc., of a general nature for the entire Trail.

10. To meet from time to time for a discussion of matters of mutual concern affecting administration, development, and use of the Trail so as to arrive at ways and means for furthering their cooperative efforts in these matters. Such meetings shall be held between persons or officials at comparable administrative levels.

Nothing in this agreement shall affect or interfere with fulfillment of the obligations and rights of the parties hereto to manage the lands and programs administered by them in accordance with their other basic land management responsibilities.

Either party may terminate this agreement by giving six months advance notice in writing to the other and either party may be similar notice to the other seek a modification of the agreement. It is subject to termination or modification at any time without prior notice, by mutual agreement.

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Director, Bureau of Land Management  
U. S. Department of the Interior

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Chief, Forest Service  
U. S. Department of Agriculture

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SUGGESTED MEMORANDUM OF AGREEMENT

BETWEEN

THE BUREAU OF LAND MANAGEMENT, U. S. DEPARTMENT OF THE INTERIOR

AND

THE IDITAROD TRAIL BLAZERS

CONCERNING THE IDITAROD NATIONAL HISTORIC TRAIL

This Memorandum of Agreement made and entered into by and between the Bureau of Land Management (herein referred to as "the Bureau"), and the Iditarod Trail Blazers (herein referred to as "the Organization"), in furtherance of the Act of October 2, 1968 (82 Stat. 919), as amended,

Witnesseth that:

Whereas the aforesaid act provides that the Iditarod National Historic Trail (herein referred to as "the Trail"), be administered primarily as a historic trail by the Secretary of the Interior, in consultation with the Secretary of Agriculture; and

Whereas the said act provide further that the Secretary charged with administration of a national historic trail may enter written cooperative agreements with private organizations and others to operate, develop, and maintain any portion of a national scenic trail either within or outside a federally administered area; and

Whereas the Bureau has been assigned the responsibility of the Secretary of the Interior for management of the Trail; and

Whereas it is the mutual desire of the Bureau and the Organization to enter a cooperative agreement whereby the latter, through its member clubs, will actively assist in the acquisition of rights-of-way for and operation, development, and maintenance of the Trail to implement the purpose of the aforesaid Act of October 2, 1968, as amended, and

Whereas, the view was expressed at Committee hearings on the National Trails System Act that strong efforts would be made to evolve and maintain working relationships and to get a maximum of cooperation and contribution in leadership and activity on the part of private groups that are involved in trails:

Now, therefore, to fulfill these objectives, the parties hereto mutually agree as follows:

1. That the initial mapping of the Trail and the selection of rights-of-way has been and shall continue to be a cooperative venture involving representatives and/or member clubs of the Organization, State representatives, the Forest Service, U. S. Department of Agriculture, the Bureau, the Alaska Railroad, and the U. S. Fish and Wildlife Service. In this effort, the Organization will continue to assist in the mapping program conducted by the Bureau. Moreover, the Organization, through its member clubs, will work with the Bureau in interpreting and verifying the Trail locations and resolving any areas of doubt through use of the aerial photos and other tools available.
2. Whenever relocations of the officially described and depicted Trail route are recommended by the Bureau or the Organization or proposals for such route relocations come to the attention of either of such parties, the other shall be consulted before the relocations is effected. Where such route relocations affect segments of the Trail within national forest boundaries or lands under the administration of another agency, the Organization may work out proposed alternatives with the land-administering agency and, when tentative agreements have been reached in these discussions, the Organization

will submit its recommendations to the Bureau. When the Bureau has approved the Trail route relocations, it will take whatever action is necessary under section 7(b) of the October 2, 1968, Act, as amended, to effect or give them official recognition.

Either party hereto may make minor adjustments or alterations of the historic trail which do not change either the general description of route of the Trail as described and depicted in the "Federal Register" notice published pursuant to section 7(a) of the October 2, 1968, Act, as amended. All such adjustments or alterations should, however, be reported to the Bureau so that the detailed maps may be corrected. Minor adjustments or alterations so reported shall be considered as approved by the Bureau unless, within 30 days from the date of receipt, the Bureau objects to the change.

3. The Bureau and the Organization throughout the length of the Trail will seek to provide and maintain a primeval natural environment for the Trail, and will encourage others who administer segments of the Trail to do so.

4. The Organization, through its member clubs, agrees to accept and cooperate in the erection and maintenance of the uniform marker adopted for the Trail. The erection and maintenance of markers shall be in accordance with standards established or approved by the Bureau after consultation with the Iditarod National Historic Trail Advisory Council.

5. The Organization will undertake, and encourage its member clubs to undertake, the acquisition of lands or interests in lands by donation or otherwise (through easement, restrictive covenants, etc.), or to negotiate written cooperative agreements for segments of the Trail that traverse private landholdings. Further, the Organization and its affiliated clubs will encourage the State, local governments, and other land administering agencies (1) to obtain written cooperative agreements with landowners and others that will assure public recreational use of the Trail, or (2) to acquire the lands

or interests identified or "significant" segments or sites along the Trail. The Organization will offer aid to the State and local governments in the selection and refinement of Trail segments and rights-of-way. The Bureau will assist the Organization in these matters by providing advisory and technical assistance as needed, within the limits of appropriated funds and existing authority.

6. The Bureau, in close cooperation and consultation with the Organization, will undertake the preparation of development plans for the facilities and uses along the Trail and the preparation of any needed guidelines for the maintenance, interpretation and overall management of the Trail and its related facilities. These plans and guidelines may be revised by the Bureau to reflect changing circumstances and needs, after consultation with the Organization.

7. The Department of Agriculture and Interior under the aforesaid Act of October 2, 1968, as amended, may prescribe and publish uniform regulations for the proper government and protection of Trails of the National Trails System. In preparing and promulgating regulations to govern the use, protection, management, development, and administration of the Trail, the Bureau will consult with the Organization and the State, local governments, the Iditarod National Historic Trail Advisory Council and others concerned to obtain their advice and suggestions. Such regulations, prior to adoption, are subject to concurrence by the Federal agencies administering lands through which the Trail passes. Upon the adoption of uniform Federal regulations by the Secretaries of Agriculture and Interior, the Organization will encourage the adoption and enforcement of similar uniform regulations or requirements by other Federal agencies, State, local governments and private landowners for portions of the Trail under the jurisdiction of such agencies, governments, or owners.

8. The Organization and its affiliate clubs will continue their efforts in developing, operating, and maintaining the Trail and related facilities throughout its length, consistent with approved land use and development plans and management guidelines for the Trail.

9. The Organization will encourage, where possible, the adoption by boroughs, towns, and other agencies, of land use regulations--such as zoning by laws or ordinances--as a means of preserving and protecting the esthetic, historic, and recreational values of lands adjacent to segments of the Trail that are not in public ownership.

10. The Organization and the Bureau will correlate and coordinate all of their activities and programs related to the Trail to assure that the efforts of each party will complement those of the other. The parties will meet periodically for a discussion of these activities and programs and to determine ways and means of enhancing the significance of the Trail and encouraging use thereof.

11. The Bureau will abide by the provisions of Executive Order No. 11246 of September 24, 1965, as amended by Executive Order No. 11375 of October 13, 1967; and will observe all the provisions of Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d (1964), and the Departmental Regulations contained in Parts 17 and 17a of Title 43 of the Code of Federal Regulations.

12. No member of or Delegate to Congress shall be admitted to any share or part of this agreement or to any benefit that may arise therefrom.

13. Nothing in this agreement shall affect or interfere with fulfillment of the obligations or exercise of the authority of the Service, the Alaska Railroad, the U. S. Fish and Wildlife Service, and the Forest Service, U. S. Department of the Agriculture to manage the lands along the Trail route (within the boundaries of areas they administer) and the programs under their jurisdiction in accordance with their basic land management responsibilities.

14. The Organization shall not be subordinate to any other organization. Rather, the member clubs shall be subordinate to the by-laws and procedures of the Organization.

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15. By-laws and regulations governing the management of the Organization shall be mutually acceptable to both the Bureau and the Organization.

16. This agreement may be terminated or revised upon six months advance written notice given by one of the parties to the other, or it may be terminated earlier by mutual consent of both parties.

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President, Iditarod Trail Blazers

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Director, Bureau of Land Management  
U. S. Department of the Interior

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ATTACHMENT TO SUGGESTED MEMORANDUM OF AGREEMENT BETWEEN  
THE BUREAU OF LAND MANAGEMENT AND  
THE IDITAROD TRAIL BLAZERS

1. The Organization will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. It will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Organization agrees to post in conspicuous places, available to employees and applicants for employment notices to be provided by the Bureau setting forth the provisions of this nondiscrimination clause.
2. The Organization will, in all solicitations or advertisements for employees placed by or on behalf of the Organization, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.
3. The Organization will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the Bureau, advising the labor union or workers' representatives of the Bureau's commitments amended, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
4. The Organization will comply with all provisions of Executive Order No. 11246 of September 24, 1965, as amended, and of the rules, regulations, and relevant orders of the Secretary of Labor.

5. The Organization will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, as amended, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the Bureau and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

6. In the event of the Organization's noncompliance with the nondiscrimination clauses of this agreement or with any of such rules, regulations, or orders, this agreement may be cancelled, terminated, or suspended in whole or in part and the Organization may be declared ineligible for further Government agreements or permits in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, as amended, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, as amended, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

7. The Organization will include the provisions of these paragraphs (1) through (7) in every subcontract of purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, as amended, so that such provisions will be binding upon each subcontract or purchase order as the Bureau may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the Organization becomes involved in or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Bureau, the Organization may request the United States to enter into such litigation to protect the interests of the United States.

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SUGGESTED MEMORANDUM OF AGREEMENT

BETWEEN

THE BUREAU OF LAND MANAGEMENT, DEPARTMENT OF THE INTERIOR

AND

THE STATE OF ALASKA

CONCERNING THE IDITAROD NATIONAL HISTORIC TRAIL

This Memorandum of Agreement made and entered into by and between the Bureau of Land Management (herein referred to as Bureau) and the State of Alaska (herein referred to as State), made in furtherance of the Act of October 2, 1968, as amended (82 Stat. 919).

Witnesseth that:

Whereas the aforesaid act provides the the Iditarod National Historic Trail (herein referred to as Trail), is to be administered primarily as a historic trail by the Secretary of the Interior, in consultation with the Secretary of Agriculture; and

Whereas the Bureau has been assigned the responsibility of the Secretary of the Interior for administration of the Trail; and

Whereas, the said act requires the Secretary charged with administration of the Trail to encourage authorities of the State traversed by the Trail (1) to enter into written cooperative agreements with landowners, private organizations, and individuals to provide the necessary Trail right-of-way, or (2) to acquire such lands or interests therein to be utilized as segments of the Trail; and

Whereas that act provides further that the Secretary charged with administration of the Trail may enter into written cooperative agreements with the State or their political subdivision and others to operate, develop, and maintain any portion of such Trail either within or outside a federally administered area; and

Whereas, the view was expressed at Committee hearings on the National Trails System Act that simple cooperative agreements to provide the necessary Trail right-of-way should be given first consideration; and

Whereas it is the desire of the Bureau and the State to enter into cooperative understandings that will effectively further the several purposes of the aforesaid Act of October 2, 1968, as amended.

Now, therefore, the parties hereto mutually agree as follows:

1. Following publication in the "Federal Register" of maps and a description showing location of the Trail, the Bureau will prepare detailed maps showing precise locations of the Trail route. Such detailed maps will be furnished the State and they will also be on file in the Trail Coordinator's Office of the Bureau and at other convenient locations.
2. Where relocations of the officially described and depicted Trail route (as published in the "Federal Register") are recommended by either party hereto on lands owned or controlled by the State, or proposals for route relocations on such lands come to the attention of either party, the other shall be consulted and, in cooperation with the Iditarod Trail Blazers, a mutually acceptable route or routes shall be agreed upon by the State and the Bureau before the relocation is effected. Minor adjustments or alterations may be made unilaterally by the State on lands owned or controlled by it if

they do not affect the route of the Trail as described and depicted in the "Federal Register" notice, but the State shall report such adjustments or alterations to the Bureau promptly so that the detailed maps may be revised accordingly.

3. The State, in order to insure preservation of and public access to the Trail agrees: (1) to enter into written cooperative agreements with private landowners, private organizations, and individuals to provide the needed rights-of-way for the Trail, or (2) to acquire lands or interests in lands for such rights-of-way to the extent that funds may be available for this purpose.

4. The State agrees to hold, develop, and administer non-federally owned segments of the Trail acquired by it under provision number 3 above, primarily as a historic trail with a view to preservation of its natural scenic beauty, but it may permit other uses along or adjacent to the Trail by property owners or others which will not be incompatible with the nature and purposes of the Trail. In furtherance of this objective, the State agrees, on State-owned or administered lands, to designate a suitable zone on each side of the Trail along those sites or segments identified as on or eligible for inclusion on the National Register of Historic Places within which no new paralleling routes for the passage of motor vehicles will be constructed and no developments or uses will be undertaken that are incompatible with preservation and enjoyment of the Trail. When making the initial determination as to what shall constitute a suitable zone, and before making any changes in such zone, the State shall consult with the Iditarod Trail Blazers.

5. The Bureau with the concurrence of other Federal Agencies administering lands through which the Trail passes, and after consultation with the affected States, will issue uniform guides and/or regulations governing the planning, protection, management, development, administration, and use of the Trail and its related facilities and, as necessary, will issue amendments thereto. The State will

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adopt and enforce similar guides and regulations with respect to segments of the Trail under its ownership or control and, further, will encourage local governments within the State to adopt and enforce such guides and regulations for segments of the Trail under their jurisdiction.

6. The Bureau will provide and the State agrees to erect and maintain, in cooperation with the Iditarod Trail Blazers, on State-owned and controlled lands, the uniform markers and signs shall be in accordance with the criteria or standards established therefor.

7. The State agrees to maintain--to the extent that available funds permit--the portions of the Trail which pass through areas under their jurisdiction, in cooperation with the Iditarod Trail Blazers.

8. The State will encourage political subdivisions of the State to adopt land use regulations, through appropriate zoning, as may be needed for the purpose of preserving and protecting the scenic, historic, and recreational values of private lands adjacent to segments of the Trail owned or controlled by the State.

9. The State, in the development of Federal Aid Highway projects which intersect the Trail agrees to make provision, at the advance planning stages of such projects, so that Trail users may safely cross the highways.

10. The State and the Bureau agree to consult with each other in regard to their Trail-related activities and programs to assure that the efforts of each party will complement those of the other and to arrive at ways and means for enhancing the significance of the Trail and encouraging use thereof.

11. The State shall agree to retain an adequate right-of-way on all lands along the Trail which may change out of State ownership.

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12. This agreement shall terminate 12 months after service of notice by either party hereto of its desire for termination of the agreement. Amendments of the agreement may be proposed by either party and shall become effective upon approval by both parties.

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Governor, State of Alaska

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Director, Bureau of Land Management  
U.S. Department of the Interior